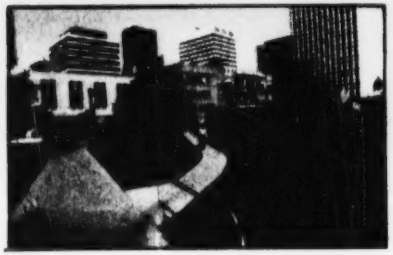
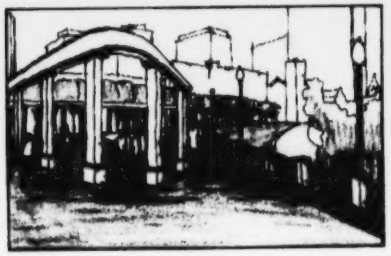

HERITAGE TRAIL

PRELIMINARY DESIGN STUDY

"The destination is subsumed in the path,

getting there is all the fun."

C. W. Moore

This report was prepared for the Urban Design Unit of the City of Edmonton Planning Department by urban design consultants E. Keith Orlesky and Douglas M. Carlyle.

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City of Edmonton Planning Department

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City of Edmonton Planning Department

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NOVEMBER 23, 1982.

THE CITY OF Edmonton PLANNING

TABLE OF CONTENTS

Background to the Study 1

Executive Summary 2

1. Introduction 4

2. Heritage Trail Concept 5

3. The Promenade Concept 7
   - 3.1 The Heritage Trail: A Promenade
     - 3.1.1 Promenade On-The-Street
     - 3.1.2 Promenade As-A-Place
     - 3.1.3 Promenade On-The-Edge

4. Alignment Description 11

5. Potential Development 15

6. Alignment Characteristics and Constraints 17
   - 6.1 Easements
   - 6.2 Essential Construction
   - 6.3 Alternative Alignments

7. Heritage Trail Design 20

8. Detail Design 30
   - 8.1 Paving
   - 8.2 Lighting
   - 8.3 Site Furnishings
   - 8.4 Planting
   - 8.5 Maintenance

9. Construction Cost Estimate 34

10. Project Phasing 36

Appendices

LIST OF ILLUSTRATIONS

Figure 1	Heritage Trail Alignment	4
Figure 2	Design Concept	6
Figure 3	The Promenade Concept	8
Figure 4	Site Inventory	12
Figure 5	Photographic Survey - West	13
Figure 6	Photographic Survey - East	14
Figure 7	Potential Development	16
Figure 8	Trail Characteristics and Constraints	18
Figure 9	Alternate Alignment Photographs	19
Figure 10	Site Plan - West	21
Figure 11	Site Plan - East	22
Figure 12	Site Plan - West - Sketches	23
Figure 13	Site Plan - East - Sketches	24
Figure 14	Proposed Macdonald Centre Promenade - Elevation	27
Figure 15	Proposed Macdonald Centre Promenade - Plan	28
Figure 16	Existing Conditions Downtown Edmonton	31
Figure 17	Decorative Street Paving	31
Figure 18	Site Furnishings	31
Figure 19	Construction Costs and Phasing	35

BACKGROUND TO THE STUDY

The Heritage Trail was originally described in the Pedway Concept Plan, November 1977, and was later refined and formally adopted by Council within the Downtown Area Redevelopment Plan Bylaw, November 1981 (Figure 1). The Trail, as described in the Working Paper of the Downtown Area Redevelopment Plan Bylaw, July 1981 is a component in **"a wide variety of convenient pedestrian linkages and attractive, usable parks and open spaces comprising a comprehensive pedestrian system to, from, and within Downtown to accommodate the increasing number of Downtown users. A trail, to be known as the Heritage Trail, is to be constructed through Downtown connecting the Legislature grounds to the Convention Centre following to the greatest extent possible the top-of-the-bank of the River Valley. Largely separated from the noise and congestion of Downtown streets, this trail will provide improved access between the McKay Avenue residential area and the Core Commercial Area, will maximize viewing potential to the River Valley, pass or provide views to buildings and sites of historical significance, and will incorporate existing parks and open spaces, and improved access points into the River Valley."**

The purpose of this report is to describe the conceptual and physical design of the Trail. As a first step in the actual realization of the project, it provides a costing as well as the documentation necessary to guide the preparation of construction working drawings.

The study begins by describing the concept and physical context for the proposed Trail. This is followed by the design description which includes a discussion of possible alternate alignments and design and construction details. A discussion of project phasing and a preliminary cost estimate conclude the report.

EXECUTIVE SUMMARY

The Heritage Trail has been designed to be a formal and continuous promenade, a grand walkway that follows the top-of-bank alignment of the river valley through downtown Edmonton to take advantage of its spectacular views and to link the Provincial Government Centre to the Convention Centre as well as several destinations along the route.

The Heritage Trail:

1. Represents a first step in a commitment by the City to bring a full range of pedestrian amenity to the downtown; a downtown which presently offers few concessions to the comfort, entertainment and functional movement of the pedestrian.

2. Directly connects the Convention Centre with the existing and proposed hotels of the western downtown core. A promenade is particularly appropriate for conventioners, who are almost exclusively confined to travel on foot and who are unfamiliar with the city.

3. Is the first of a series of public improvements which will transform the downtown into a mature, diverse and active city centre. This is critical to marketing the Convention Centre, a major civic investment, since cities and their features are most often the basis of selection for the site of a convention.

4. Will serve a wide variety of users and purposes: residents, visitors and pedestrian commuters for strolls, the journey to work, sight seeing, shopping, jogging, and historical interpretation.

The essential findings of this report are summarized under several headings:

1. MATERIALS

The Heritage Trail will be identified through consistent and distinctive walking surfaces, arcade planting, lighting, site furnishings and design details. The materials proposed have been selected on the basis of durability, ease of maintenance, scale and character. They include:

Paving

The primary walking surface (minimum width 2.5 m) is of interlocking concrete pavers. This surface will be consistently defined and retained by contrasting curbing and a decorative brick verge. This verge or boulevard will expand to a width of 900 mm where the Trail runs adjacent to a roadway to separate the pedestrian from the road and will contain planting, lighting and street signage. Thicker interlocking stones set in concrete will be used as the walking surface when the Trail crosses a roadway.

Arcade Planting

Large caliper Summit Green Ash or Black Ash, planted in cast iron grates and tree guards on 5 to 6 m centres, will consistently line the Trail. Size and spacing will vary with site conditions.

Lighting

A high pressure sodium light, installed at a height of 4 m, 24 m on centre on ornate cast iron or aluminum standards will functionally define the Trail, and be especially distinctive at night.

Furnishings

Benches, waste receptacles and bollards will reflect the heritage theme and each other in both colour and detail. Bollards, 800 mm high large-diameter posts in the sidewalk, will functionally identify the Trail at intersections, particularly in winter.

Details

A consistently high level of design and construction detail for all of the above elements will ensure the distinctiveness of the Trail in the downtown.

2. Construction Costs and Phasing

The Heritage Trail, as proposed in this report:

- includes several component sections which would be constructed as part of approved development agreements.
- would cost approximately $3,300,000 in 1982 dollars exclusive of those sections to be developed as components of private developments.
- could be built in three distinct independent phases, each requiring approximately one construction season to complete. The first, second and third phases would cost $1,043,818, $882,182 and $1,380,000 respectively (1982 dollars).
- requires a minimum number of structures to provide a continuous route from the Convention Centre to the Provincial Government Centre including:

a. top-of-bank promenade sections from the Convention Centre to 100 Street.

b. a pedestrian bridge at 100 Street over McDougall Hill

c. a pedestrian bridge across 105 Street south of 99 Avenue.

d. access through the retaining wall on the east side of the Legislative Grounds at 98 Avenue.

The Trail's continuity is therefore contingent upon both private development (in the case of the alignment sections east of 100 Street) and public investments.

3. Immediate Actions

The next major step in the implementation of this project is the preparation of construction working drawings, accurate cost estimates and tender documents. In order to facilitate their orderly and expedient preparation the following actions are required:

- Negotations with the developers of the Macdonald Centre project regarding the promenade should continue, to ensure the objectives of the schematic design recommended here are incorporated into that project.
- Negotiations should be initiated with the Provincial Department of Social Services to determine the nature of the Trail alignment in the area of McDougall House.
- A detailed survey of easements along the proposed Trail alignment should be undertaken by the Real Estate and Housing Department.
- The Planning Department should investigate possible sources of funding for all, or portions of, the Trail's construction.
- A study of required enabling legislation, if any, should also be undertaken by the Planning Department.
- The bikeway portion of the Trail is incompatible with the proposed sidewalk alignment and will be confined to existing roadways. This portion of the study should therefore be conducted by the Transportation Management Department, which employs a Bideways Planner.

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1. INTRODUCTION

"The quality of any city is judged to a large degree by the character, function, and distinctiveness of its centre. It is there that the whole range of the people's activities are focussed, where one finds evidence of the place's origins and past, and where buildings are concentrated around well established, memorable streets and other public places. When people think of any city, they tend to remember first of all its centre. In consequence, the public quality of a city is largely a function of the breadth and depth of the roles played by its core in providing a cultural focus for urban life."[2]

[2] Downtown Housing Study
City of Edmonton, 1979 P.31

It is streets, more than any other public area, which enable the core to create this cultural focus; it is there in effect where the roles are acted. Streets, in their most active, most enjoyable form accommodate a multiplicity of users and activities throughout the day and night, changing to reflect the diverse groups of people making use of an active, vibrant downtown. Residents, visitors, and pedestrian commuters all use the public environment for strolls, the journey to work, sightseeing, shopping, jogging, even for entertainment when the street can accommodate spontaneous or programmed events.

Yet most downtown streets in Edmonton do not offer this supportive framework of activities for the pedestrian, particularly the downtown resident. The street and in particular the sidewalk are merely circulation spaces, offering few concessions to the comfort, entertainment or utility of the pedestrain. The Heritage Trail is important because it represents a commitment by the City to bring this range of pedestrian amenity and experience into the downtown. It is a first step in the provision of an attractive and lively public urban environment.

In addition to being a commitment to the public environment, the Trail is also a meaningful way of introducing Edmonton's heritage into the everyday lives of its residents; hence its name. Its alignment (Figure 1) "at the edge" is a dramatic reinforcement of the basic cultural link forged between the city's built form and its direct relationship to the river and valley. This is reinforced by the direct links with historic structures, sites or areas which the Trail enjoys. Much of Edmonton's early history took place on the river valley flats, which can be viewed from the eastern portion of the Trail where it follows the top of bank. Its eastern terminus at the Convention Centre on Jasper Avenue was Edmonton's original 'downtown', and several buildings remain from this pre-World War I era. On its path to the Legislature, the western portion of the Trail passes through the McKay Avenue neighbourhood, Edmonton's premier residential area at the turn of the century.

Finally the Trail is also an opportunity for the City to demonstrate in a highly visible way the public image it wishes to present of itself. This is important not only in the interests of civic pride and tourist impressions. It is an opportunity to convincingly demonstrate to a highly regulated and often frustrated private development industry the level of commitment which is expected in areas which influence the public quality of the city.

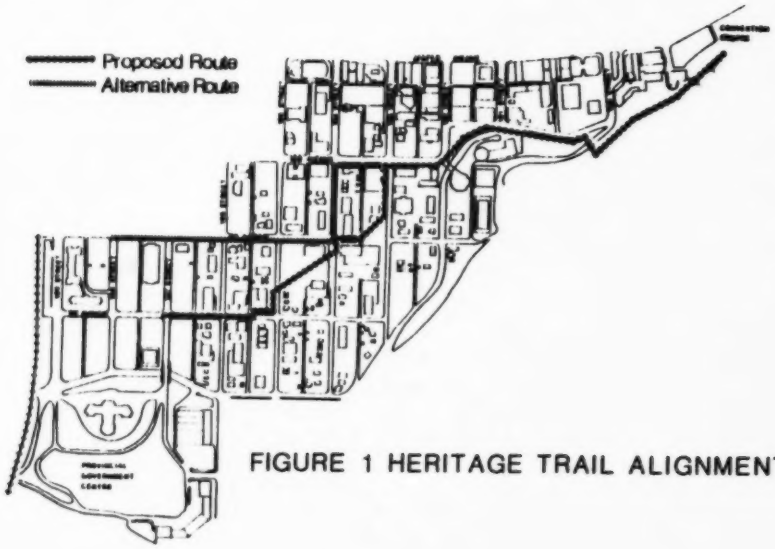


FIGURE 1 HERITAGE TRAIL ALIGNMENT

2. HERITAGE TRAIL CONCEPT

The concept for the Heritage Trail (Figure 2) is that of an exclusively pedestrian, barrier free promenade between the Provincial Government Centre and the Convention Centre.[3] It is part of an overall pedestrian open space system proposed for the downtown and surrounding areas. It will be linked to the Rice-Howard Mall, the 102 Street semi or transit mall, the Trail along the abandoned Edmonton, Yukon and Pacific Rail right-of-way through Oliver, and to the Jasper East Block and Chinatown areas east of the Convention Centre. The Trail would be an attractive and inviting component of this pedestrian network since the alignment is to a great extent removed from the noise and congestion of vehicular traffic.

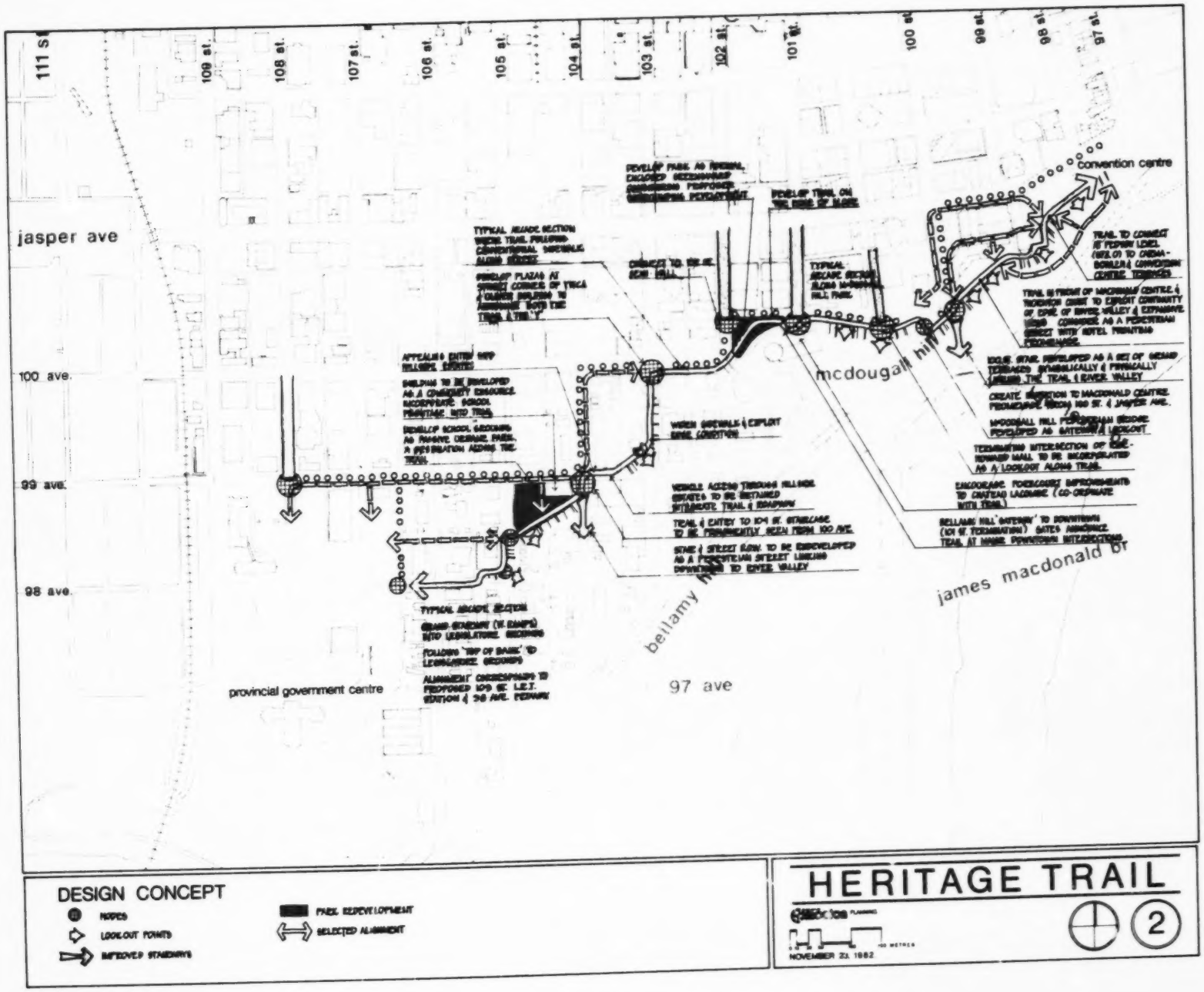
In concept the Trail serves a multiplicity of functions. The alignment provides, for residents of the McKay Avenue, Oliver, and river valley areas, a convenient and relatively traffic free route to downtown or government centre destinations. The Trail's continuous 1.6 km length will, in its final form, have only three at-grade street crossings and will therefore serve as an important and accessible downtown recreational facility for walking and jogging. The Trail shares much of its alignment with existing pedestrian rights-of-way and thus is a recreational resource which also serves as a functional link in the transportation network of the downtown. This duality makes it a relatively inexpensive urban amenity.

The Trail would serve as a dramatic and functional link between the Convention Centre and the existing and proposed hotels further west in the downtown core. Such an amenity would be indeed welcome to the conventioneer, and his or her spouse, typically confined to travel on foot and typically with free time to expend. Coincidentally the Trail would be most pleasant during the prime convention months, April to October. In choosing the site for a convention, all locales in contention are assumed to have a first rate facility; it is the city itself which is most often the basis of evaluation and which must be sold[4]. The Trail would be one argument in downtown Edmonton's favour.

3 Plan for Public Development, Working Paper, July 1981
4 Ekkehard Kolesch, General Manager, Edmonton Convention Centre.

The Heritage Trail not only connects its terminal desitinations, the Convention Centre and the Provincial Government Centre. It also threads together a series of potentially important pedestrian public places along its route. Areas such as the McKay Avenue School grounds, numerous historic sites and the former Cenotaph Park would benefit from improved access and would in turn contribute activity and interest to the Trail.

A discussion of the characteristics which the Heritage Trail must incorporate to achieve these goals follows in the next section.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jasper ave
100 ave.
99 ave.
98 ave.
convention centre
mcdougall hill
bellamy hill
james macdonald br
provincial government centre
97 ave
DESIGN CONCEPT
NODES
LOOKOUT POINTS
IMPROVED STAIRWAYS
PARK REDEVELOPMENT
SELECTED ALIGNMENT
HERITAGE TRAIL
2
NOVEMBER 23, 1982

3. THE PROMENADE CONCEPT

Sidewalks, as a traditional component of streets, are vital to the development of a satisfying pedestrian environment and a lively downtown; they are our principal means of experiencing the variety of the city centre. Walking is an extremely efficient form of transportation, consuming far less space than driving and offering a far greater flexibility in an often traffic congested downtown. Yet nowhere in the downtown is the importance of the pedestrian, and so the sidewalk, given any vital physical acknowledgment. In fact, as illustrated in Along Streets in Downtown Edmonton (Figure 3), just the opposite may be true.

Conventional sidewalks have not been designed to make the pedestrian trip enjoyable. In almost all situations the automobile is a pervasive and distracting influence. Furthermore, recent large scale private development has often detracted from the public street network by offering only blank, impenetrable walls as a face to sidewalks.

The Conventional Sidewalk and Street (Figure 3) then, illustrates that streets are generally vehicle oriented and feature narrow, very often poor walking surfaces along routes which are often visually unattractive.

A promenade appeals directly to this lack of pedestrian amenity. As illustrated in Figure 3, it is distinguished from a conventional sidewalk by a number of characteristics, the combination of which create a route where:

> **"The destination is subsumed in the path; getting there is all the fun."**[5]

This is the essence of the promenade.

5 K.C. Bloomer and C.W. Moore
Body, Memory, and Architecture

The promenade, as an inviting, comfortable and active pedestrian route must have some essential characteristics:

- It should be a truly attractive place in itself, characterized by a consistency in detail and materials along its length.
- The walking surface must be generous, well constructed and well detailed, acknowledging the priority being given the pedestrian.
- It should have a diversity of activities, events, features and facilities along its length.

3.1 THE HERITAGE TRAIL: A PROMENADE

The Heritage Trail or Promenade passes through a wide cross-section of downtown in making its way from the Provincial Government Centre to the Convention Centre. In doing so it is sometimes removed from traffic and roads and at other times is adjacent to them, much like a conventional sidewalk. The Trail therefore changes in character along its length not only in response to the land uses it encounters (ranging from high density commercial to residential to parks), but also as a result of its relationship to streets.

Three separate conditions summarize this variation in the character of the Promenade:

1. Promenade On-The-Street
2. Promenade As-A-Place
3. Promenade On-The-Edge

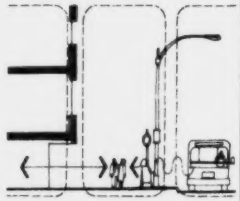
3.1.1 Promenade On-The-Street

Where the Trail follows the sidewalks along a street, specifically the 98 Avenue and 100 Avenue alignment sections, it must have the following characteristics as part of the promenade:

- It should be separated from vehicular roadway traffic using a continuous arcade or line of tree planting along the curb and a distinctive paving material for the boulevard between the walkway and the road curb.

CONVENTIONAL SIDEWALK AND STREET

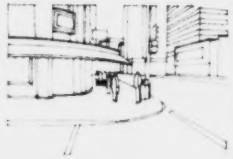
- THE SIDEWALK IS PRIMARILY USED FOR CIRCULATION, BUT IS LINKED TO AND BENEFITS FROM ADJACENT ACTIVITY
- FEW CONCESSIONS ARE OFFERED TO PEDESTRIANS
- THE WALKING EXPERIENCE IS OFTEN COMPROMISED BY UNINVITING OR BLANK BUILDING FRONTAGES, THE IMMEDIACY OF VEHICULAR TRAFFIC AND POOR WALKING SURFACES



ALONG STREETS IN DOWNTOWN EDMONTON

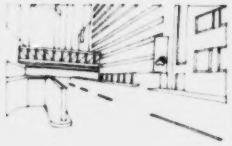
CONVENTIONAL STREET-SIDEWALK
JASPER AVENUE

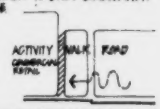
- CONTINUITY OF STREET FRONTAGE
- TRAFFIC IS IMMEDIATE AND PERVASIVE



MODIFIED STREET-SIDEWALK
EDMONTON CENTRE

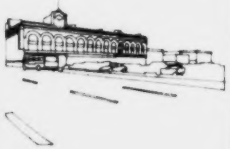
- VERY LIMITED VISUAL AND PHYSICAL ACCESS TO CENTRE INTERIOR FROM SURROUNDING STREETS
- STREET BOARDED BY BUILDINGS WITH SOLID, IMPENETRABLE WALLS
- SIDEWALK IS ONLY CIRCULATION SPACE

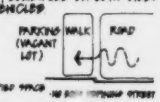




MODIFIED STREET-SIDEWALK
EATON SQUARE

- SIDEWALK IS CIRCULATION STRIP ONLY, DOMINATED ON BOTH SIDES BY VEHICLES

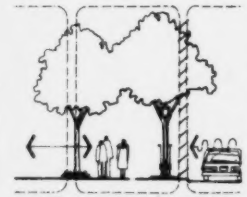




WHAT IS A PROMENADE?

DEDICATED TO THE PERSON ON FOOT

"THE DESTINATION IS SUBSUMED IN THE PATH GETTING THERE IS ALL THE FUN"
Charles Moore



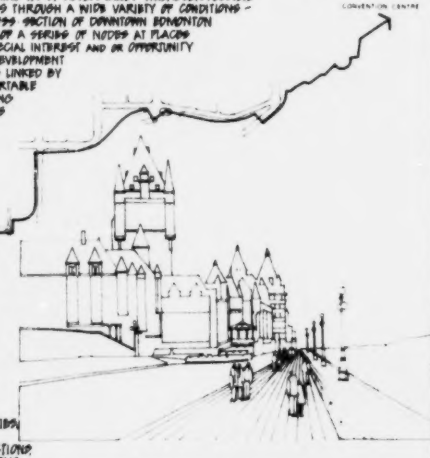
ESSENTIAL QUALITIES
- INVITING
- COMFORTABLE
- ACTIVE
- CARED FOR
- ECONOMICALLY VIABLE

ESSENTIAL CHARACTERISTICS
- DIVERSE SPATIAL AND ACTIVITY VARIETY
- ATTRACTIVE IN ITSELF
- A CLEARLY DEFINED SPACE - REMOVED FROM VEHICULAR STREETS, INCORPORATING ARCADE PLANTING, DISTINCTIVE PAVING, PEDESTRIAN SCALED LIGHTING
- A CONSISTENT AND GENEROUS NON SLIP WALKING SURFACE (2.4 m WIDE)

PROMENADE
CIRCULATION AND RECREATION EMPHASIZE THE RECREATIONAL ASPECTS OF WALKING BY PROVIDING 1 A GENEROUS CONTINUOUS WALK WIDTH (2.4 min) WITH A WELL DETAILED AND CONSTRUCTED SURFACE 2 FUNCTIONAL AMENITIES - SEATING AND LIGHTING 3 "WALKWAY IDENTITY" - ARCADE OF TREES, SPECIAL SURFACE DETAILS AND MATERIALS

THE HERITAGE TRAIL: A PROMENADE

- CONNECTS CONVENTION CENTRE WITH PROVINCIAL GOVERNMENT CENTRE FOLLOWING TOP OF RIVER VALLEY WHEREVER POSSIBLE
- PASSES THROUGH A WIDE VARIETY OF CONDITIONS - A CROSS SECTION OF DOWNTOWN EDMONTON
- DEVELOP A SERIES OF NODES AT PLACES OF SPECIAL INTEREST AND OR OPPORTUNITY FOR DEVELOPMENT
- NODES LINKED BY COMFORTABLE WALKING ROUTES



PROMENADE AS A PLACE
DEVELOP OPPORTUNITIES AT HISTORICAL SITES, IMPORTANT INTERSECTIONS, VIEWPOINTS AND PUBLIC PARKS AS MAJOR PUBLIC PLACES
PROVIDE SUPPORTIVE AMENITIES
BENCHES, FOUNTAINS, GROUPS OF TREES, INTERPRETIVE DISPLAYS, STREET VENDORS

PROMENADE ON THE BOOB
EXPANSIVE VIEWS FROM THE PROMENADE SHOW THE DISPOSITION OF THE CITY AND THUS THE INDIVIDUAL IN THE NATURAL LANDSCAPE. IN COMBINATION WITH STIMULATING, DIVERSE AND TRAFFIC FREE URBAN ACTIVITY AN UNCOMPROMISED PEDESTRIAN EXPERIENCE IS CREATED

THE PROMENADE CONCEPT

HERITAGE TRAIL

Gillespies PLANNING

NOVEMBER 23, 1982

3

- The walkway should have generous (minimum 2.5 m width as per Downtown Bylaw) walking surface which is well detailed and carefully constructed and which is well lit by pedestrian-scaled street lamps.

- The enclosure offered by the arcade planting, coupled with the generous and well detailed walking surface, begins to define the prominence and distinction being given to the pedestrian along this route.

3.1.2 Promenade As-A-Place

Where the Trail passes through a public park such as the former Cenotaph Park or the McKay Avenue School grounds, or meets and forms a junction with other important public routes or spaces such as the 104 Street stair, 101 Street, or a historic site, the development of the promenade is to take advantage of these points as opportunities for creating significant public places along the route. These places, whether a park or a small seating area, would be the primary locations where people could meet one another for appointments, sit and relax watching the passing scene or enjoy spectacular valley views. Appropriate amenities should be provided to invite people, including street vendors, to use these places as destinations. These would include route maps, interpretive displays, benches, fountains, bosques of trees, and pedestrian scaled street lighting.

Each place is to reflect the collective visions and concerns of users; to feel so inviting that ultimately it says to residents or tourists, casual walkers or pedestrian commuters, "yes, this is an important place, special and unique." Furthermore, each place should appropriately reflect the potential and character of adjacent development, maximizing for instance scenic views and historic site potential.

3.1.3 Promenade On-The-Edge

A significant, and perhaps the most important, asset of downtown Edmonton is its immediate relation to the North Saskatchewan River Valley. The common edge between the towers of downtown and the valley is especially significant because it is unique in the city; nowhere else in Edmonton in the contrast between urban and natural so clear and sharp; nowhere else are there such spectacular views. The "edge" is a place where one is neither in the valley nor in the city, where one is instead able to enjoy the virtues of both at one and the same time.

The potential to exploit this "immaculate collision" between city and valley is the greatest on the section of the Trail east of 100 Street, near the Macdonald Hotel. It is here that the edge, the distinction between the built and natural forms, is the sharpest and most dramatic. It is in this location, where the promenade is removed from vehicular traffic but enlivened with the potential shops, bars and restaurants of the Macdonald Hotel, its addition and the Convention Centre, that the greatest potential to create a pedestrian environment truly unique to Edmonton is found.

4. ALIGNMENT DESCRIPTION

The proposed alignment, illustrated in the site inventory (Figure 4), and the photographic survey (Figures 5 and 6), is approximately 1.6 kilometers in length. It travels, if one makes a start at the Provincial Government Centre (photo 1), from the recently renovated Legislature grounds (which contains the 1907 Legislature Building and the 1931 Administration Building) into the McKay Avenue neighbourhood. It proceeds along the south side of 98 Avenue, across 106 Street and with a mid block crossing of 98 Avenue, to the terrace adjacent to the Avalon Apartments parkade (photo 2) at the corner of 98 Avenue and 105 Street. Utilizing this terrace the Trail turns up 105 Street until reaching a proposed pedestrian bridge which crosses 105 Street (photo 3) and thus takes the Trail into the McKay Avenue School grounds.

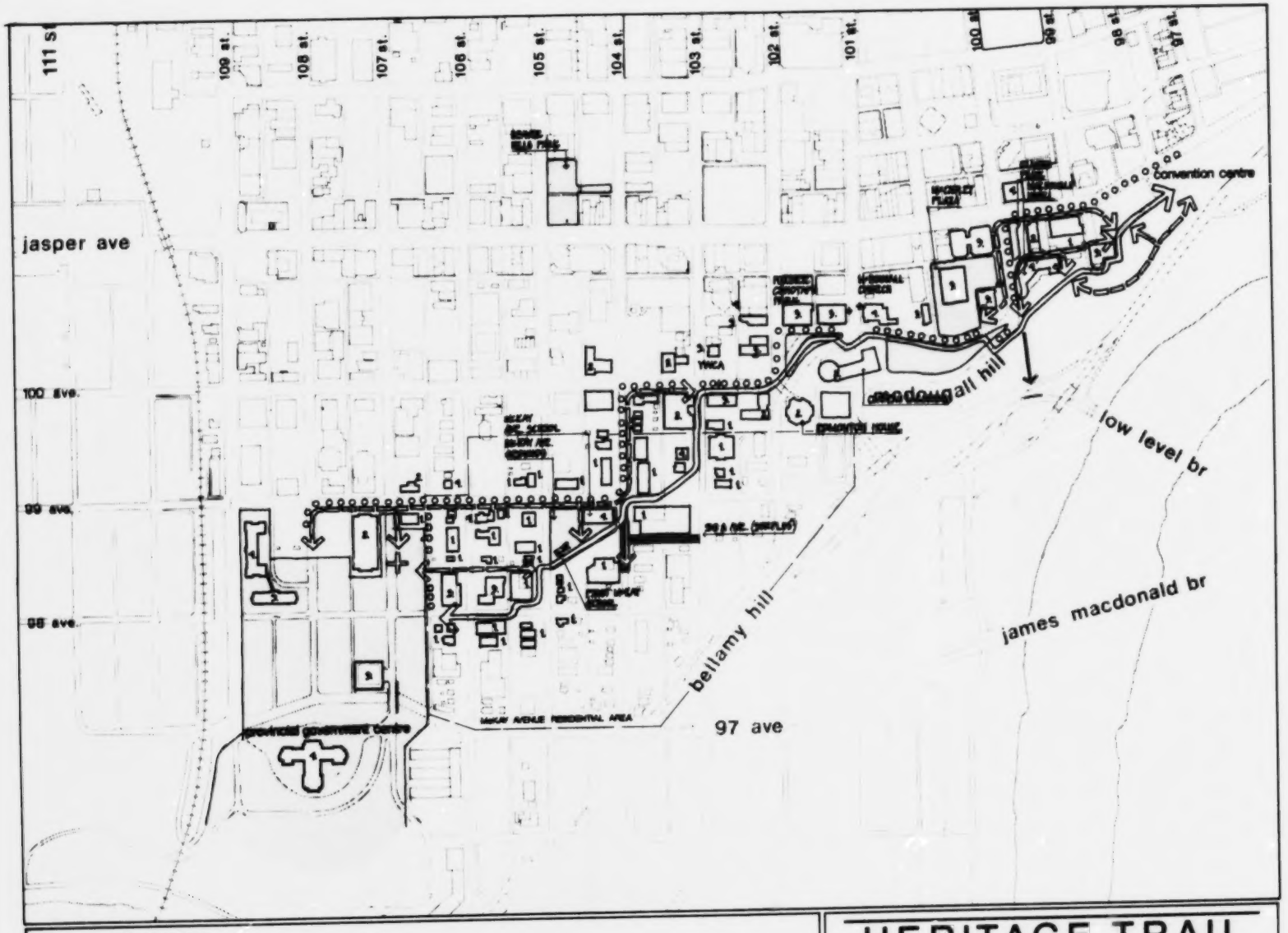
The Trail alignment continues along the edge of slope at the south side of the McKay Avenue school grounds and passes the 1881 school, Edmonton's first public school (photo 4). The structure has been completely renovated and returned to its original location on the grounds. The Trail then proceeds around the back of the newer (1912) school building, the McKay Avenue School, to the top of the 104 Street stairs. McKay Avenue School, a designated Provincial Historic Site, is scheduled to close as a school in 1983. Several public uses are now being proposed for its future.

Continuing along the top of bank behind the 1912 school (photo 6), the Trail intersects with the (to be redeveloped) 104 Street stair on the closed roadway alignment at the termination of 104 Street (photo 7).

The Trail then proceeds along the busy narrow lane between the twin towers of Hillside Estates (photo 8) and across the grounds of the 1911 John McDougall House (photo 9) (which is used as a public agency known as Hilltop House) opposite the 1906 John Stock house, eventually continuing along the west side of 103 Street until reaching the central YWCA. This block also contains the 1902 Gariepy mansion and the 1931 Masonic Temple can be viewed across 100 Avenue.

The YWCA marks the transition point as the Trail leaves the McKay Avenue neighbourhood and enters commercial downtown, proceeding along 100 Avenue (photos 12 and 13) and into the former Cenotaph Park (photo 14) which provides an excellent view of the 1925 Salvation Army Building, later the "old" Citadel Theatre. Leaving the landscaped park, one of downtown's few parks, the Trail passes the 1920 Journal Building and the 1909 McDougall Church, opposite the Chateau Lacombe Hotel (photo 15). It continues along Macdonald Drive (photo 16), again following the top of bank through McDougall Hill Park (photo 17), now undergoing some upgrading, which is opposite McCall Hall, built in 1926 for Alberta College. This location also marks the point where the Trail will connect with the Rice-Howard Mall. Another proposed pedestrian bridge allows the crossing of McDougall Hill road from the park (photo 18). From this point, on the south side of the road, the Trail proceeds at the top of bank with its spectacular views (photo 19), along the south side of the proposed Macdonald Centre hotel and office complex, along the south face of Number One Thornton Court (photo 20) and onto the terraces of the proposed Bowlen-Carma office building project, the terraces of which will be directly integrated into those of the Convention Centre (photo 21).

At the Jasper Avenue entrance to the Convention Centre, the Trail is opposite the 1903 Alberta Hotel and the 1914 Rothesay Apartments, both of which will be integrated into the proposed federal government complex called Canada Place. East of Canada Place and diagonally opposite the Convention Centre is the Jasper Avenue East Block, which contains the 1911 Goodridge Block (the W.W. Arcade), the 1905-1911 Hub Hotel (which contains portions of the 1882 Jasper House Hotel), the 1911 Ernest Brown Block (now Brighton Block), the 1905 Pendennis Hotel (now Kemmo Lodge), and the 1914 Gibson Block (the Flatiron Building), a Registered Historic Resource since 1979. From the Convention Centre, the 101A Avenue Mall is one block north, while Chinatown is one block north of the Gibson Block.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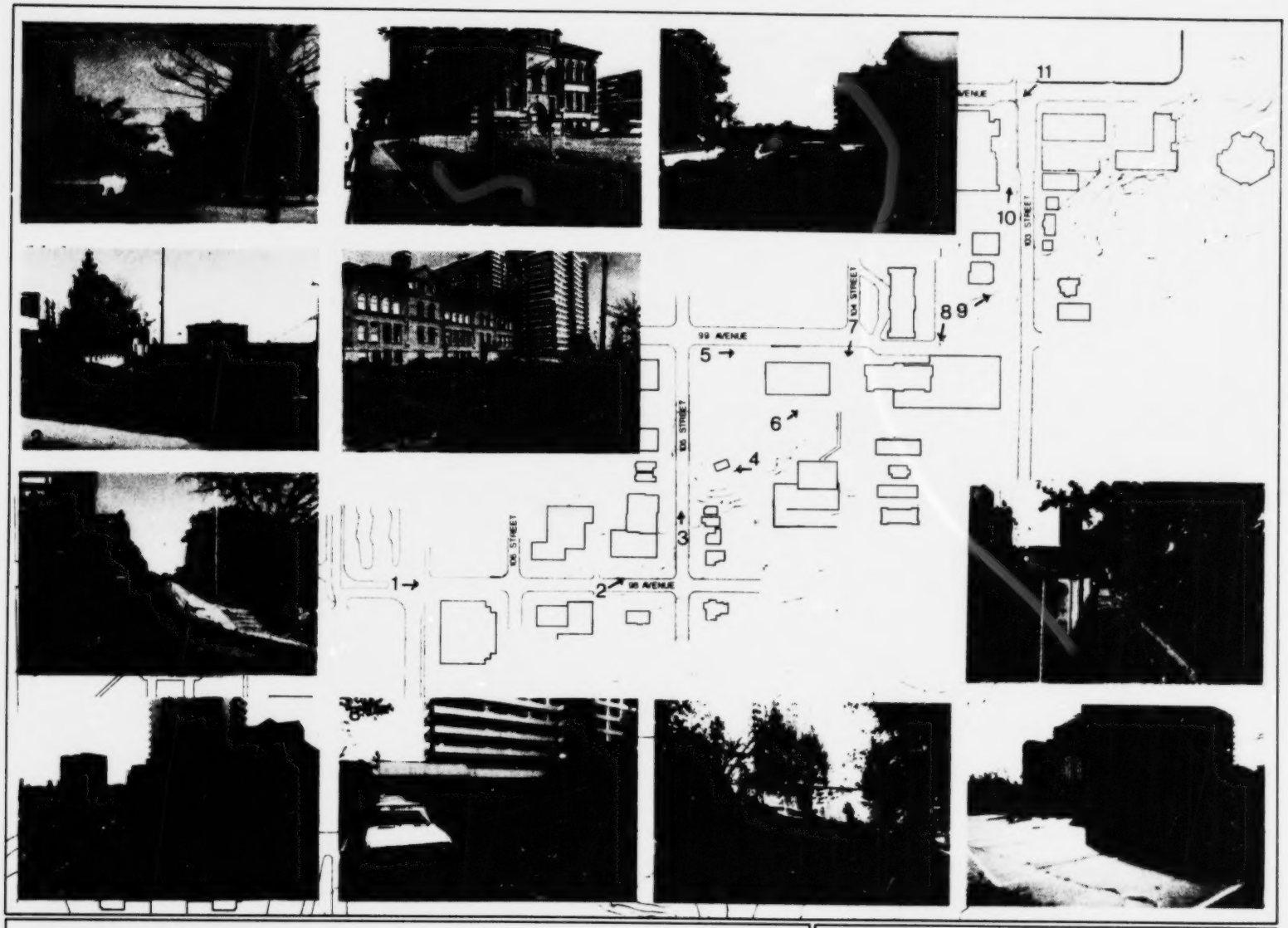
98 ave.
convention centre
macdougall hill
low level br
bellamy hill
james macdonald br
97 ave
YWCA
MACKAY AVENUE RESIDENTIAL AREA
SITE INVENTORY
1. RESIDENTIAL
2. RESIDENTIAL
3. COMMERCIAL
4. BUILDINGS OF ARCHITECTURAL & HISTORICAL SIGNIFICANCE
HERITAGE TRAIL
4
NOVEMBER 23, 1982



PHOTOGRAPHIC SURVEY
WEST

HERITAGE TRAIL

NOVEMBER 23, 1982

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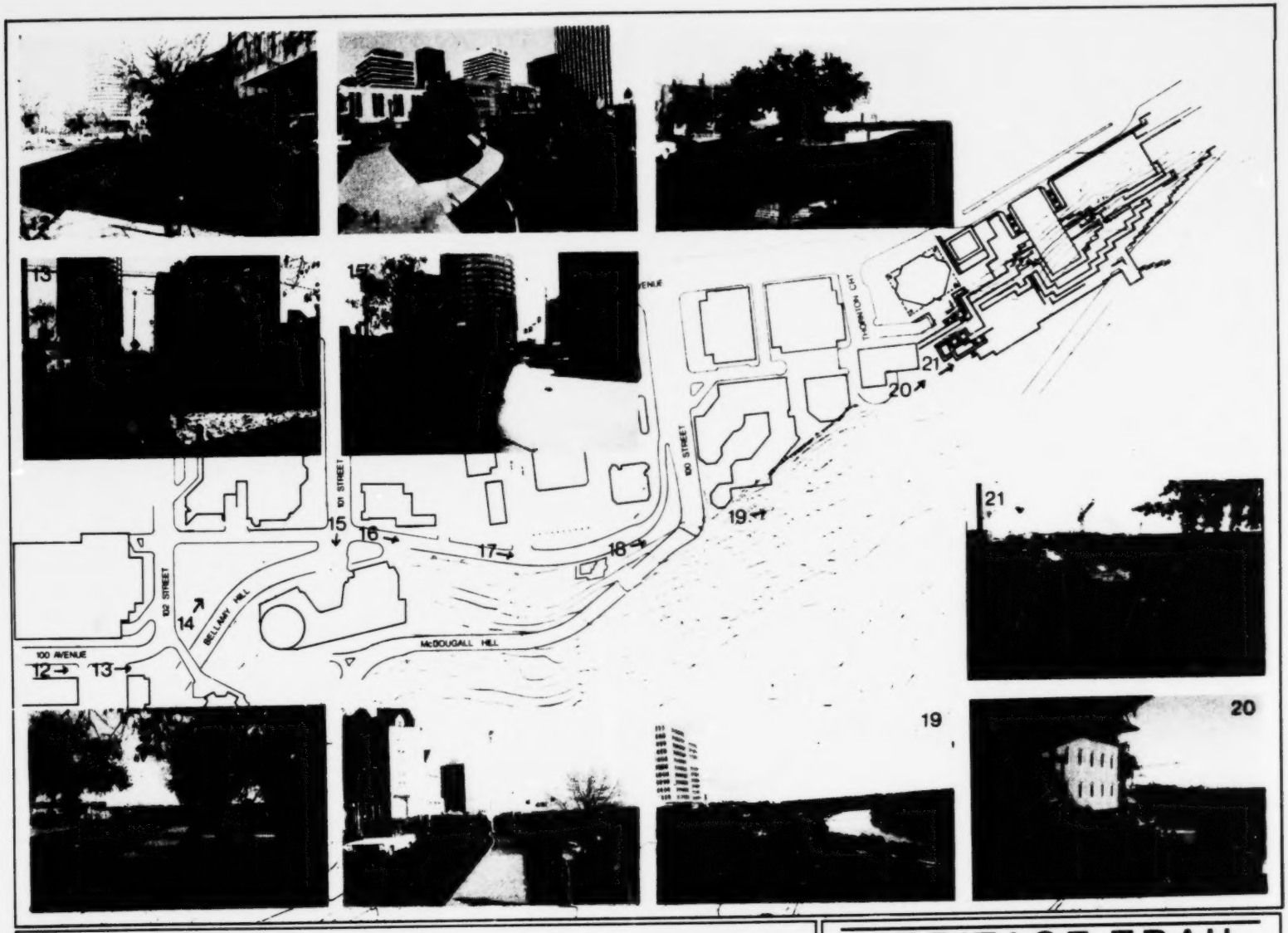


PHOTOGRAPHIC SURVEY
EAST

HERITAGE TRAIL

6

NOVEMBER 23, 1982

5. POTENTIAL DEVELOPMENT

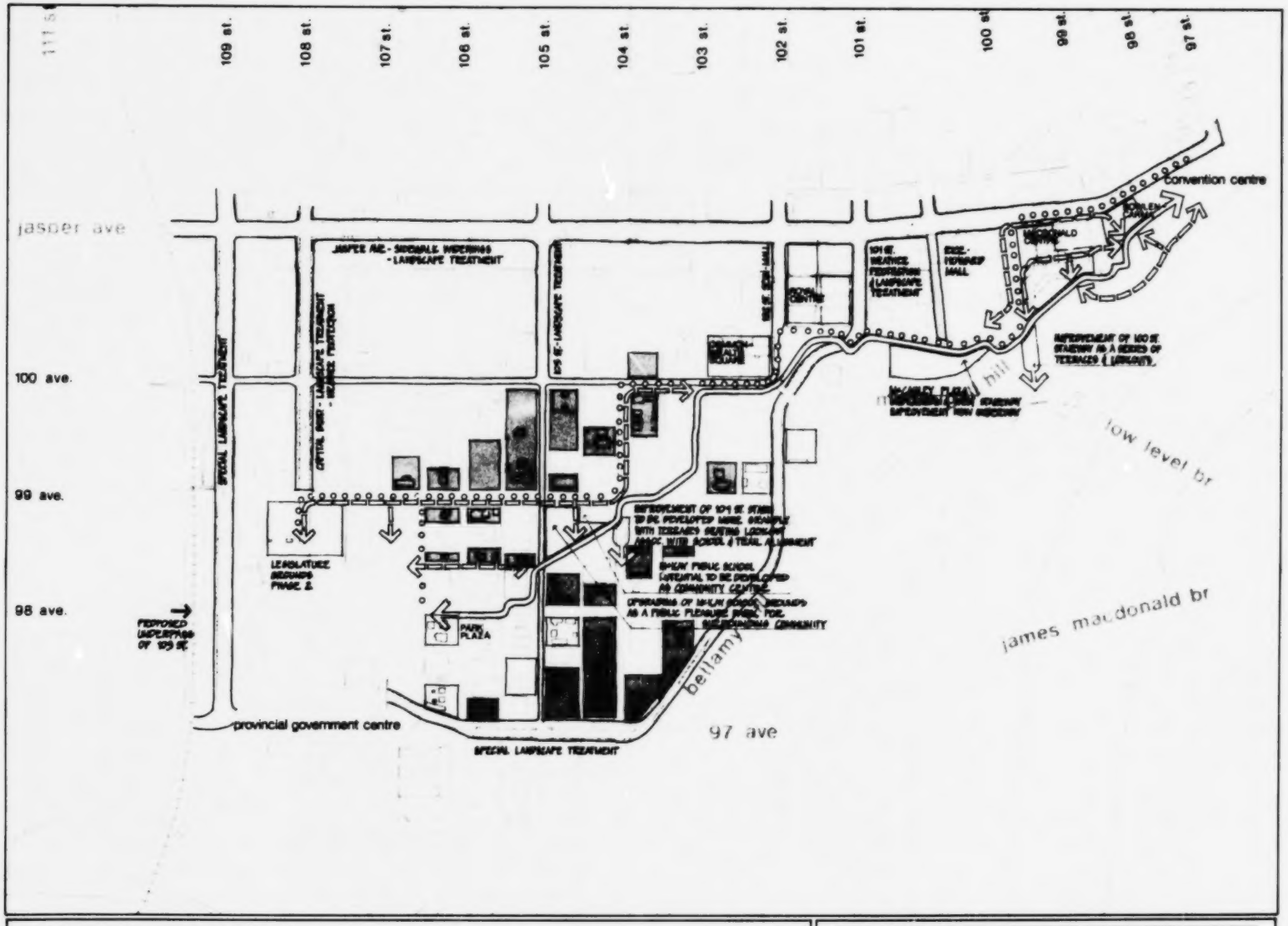
As illustrated in Figure 7, the Trail is part of a comprehensive series of downtown improvements proposed in the Downtown Area Redevelopment Plan Bylaw. In addition to streetscape improvements proposed for much of the downtown, the Trail intersects with the proposed 102 Street Transit-Mall, the proposed Rice-Howard Mall, an upgraded McKay Avenue School grounds and the redeveloped stairways to the river valley at 104 and 100 Streets.

An approved below-grade crossing of 109 Street and the CP Rail tracks at 98 Avenue is to be made in conjunction with future LRT development which would also allow a direct link of the Trail to the Oliver residential area west of the CP Rail tracks.

A number of large private development proposals also adjoin the Trail. These include the Royal Centre, Commonwealth Square, Park Plaza, Macdonald Centre and the Bowlen-Carma projects. The latter three of these projects acknowledge the Trail in their development agreements and thus will participate in the construction of those sections of the route. Hotels, both existing and proposed, would be directly connected to the Convention Centre by the Trail. Hotel patrons could thus take advantage of its passive and active recreation potentials.

In the specific case of the Macdonald Centre proposal the Heritage Trail, as a top of bank promenade, is potentially a significant benefit to the hotel and Centre. The promenade, as a popular place, may attract more people to use the hotel's facilities, especially if they are designed to be easily accessible. Another major development proposal, the Fidelity Building on Jasper Avenue, will provide the linkage between the Trail and the Rice-Howard Mall. The Fidelity Building complex also includes the old Union Bank Building (later Northwest Trust).

The Trail is significant to these approved projects and the potential development south of the Trail in the McKay Avenue area; no similar public recreational amenity exists in the downtown area. If the McKay Avenue and other adjacent inner city areas are to be more popular to live in, then public recreation spaces and facilities must be available to accommodate an underlying and ever-increasing demand. Residents would benefit from the Trail at the very least as a traffic-free, pleasant, and even educational route to the city's core.



POTENTIAL DEVELOPMENT

- PUBLIC DEVELOPMENT PLAN IMPROVEMENTS
- PROPOSED PRIVATE DEVELOPMENT PROJECTS
- POTENTIAL PRIVATE DEVELOPMENT

HERITAGE TRAIL

NOVEMBER 23 1982

7

6. ALIGNMENT CHARACTERISTICS AND CONSTRAINTS

One of the Trail's most significant characteristics, indeed one of its greatest assets, is the dramatic change in character which takes place along its length (Figure 8). This change is due to the great variation in land use over the length of the Trail alignment and the Trail's relationship to conventional streets. Where it parallels a road, the Trail is a grand but conventional sidewalk; where it diverges from the road, whether through a public park or private property, it becomes a place unique unto itself.

Other assets of the alignment which will make the Trail popular and invigorating are its numerous and sometimes spectacular opportunities to view the valley, its direct and indirect access to historic sites and areas, its potentially impressive public parks, the significant amount of potential private, commercial and residential development along its length and of course its convenience as a logical pedestrian thoroughfare between downtown, the McKay Avenue and Oliver residential areas, and the river valley.

6.1 EASEMENTS

It has been acknowledged by the Real Estate and Housing Department that a detailed survey is required to determine the extent of easements required on both public and private properties adjacent to the Trail. Areas requiring detailed investigation include:

- Avalon Apartments around its parking garage
- McKay Avenue School grounds (dependent upon future leasee of the 1912 school)
- Hillside Estates
- McDougall House
- Macdonald Drive at McDougall Park (road narrowing)

6.2 ESSENTIAL CONSTRUCTION

In order to put the alignment in place as a continuous route from the Provincial Government Centre to the Convention Centre a number of significant constructions are required:

- access through the Legislature Grounds retaining wall at 98 Avenue
- 105 Street pedestrian bridge
- McDougall house property walkway
- McDougall Hill pedestrian bridge
- Macdonald Centre promenade
- 1 Thornton Court promenade
- Bowlen-Carma project terraces

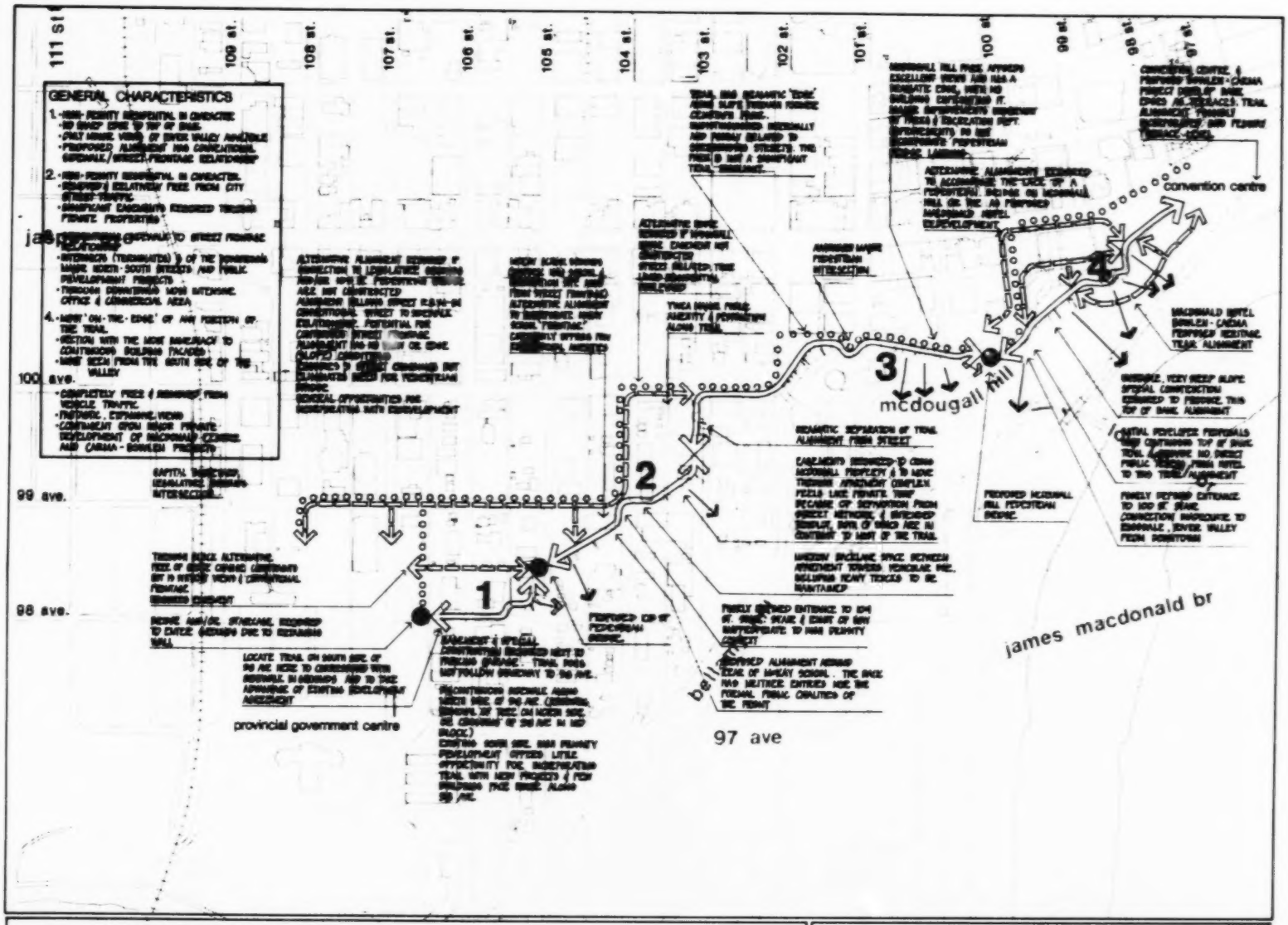
These items are essential components in the realization of the Trail; they are independent of the upgrading of paths, walkways or parks necessary to achieve the promenade concept.

6.3 ALTERNATIVE ALIGNMENTS

Certain characteristics and constraints noted in Figure 8 pertain to alternate alignments for the Trail. These routes have been illustrated to reflect concerns over bridge construction and private property easements necessitated by the proposed Trail alignment. In the eastern section of the Trail, in the area of the proposed Macdonald Centre, these diagramatic alternatives also reflect Trail alignments either proposed or dictated by the form of this development as it was originally presented by the developer.

The Trail to the west of the YWCA may prove to be somewhat problematic. It requires an easement to utilize the terrace at the Avalon Apartments parkade, a pedestrian bridge at 105 Street, an easement along the private and busy lane between the Hillside Estates towers and an easement across the grounds of the provincially owned John McDougall house, now known as Hilltop House. The last easement will greatly increase the pedestrian traffic past the house and will perhaps even emphasize it through an interpretive display and valley lookout. It may therefore represent an unacceptable compromise to the social rehabilitation programmes and refuge already offered there.[6]

6 The Director of Residential Resources, Alberta Social Services, has serious concerns over the Trail's alignment on the Provincially owned McDougall House property because of the nature of programmes offered there.



TRAIL CHARACTERISTICS & CONSTRAINTS

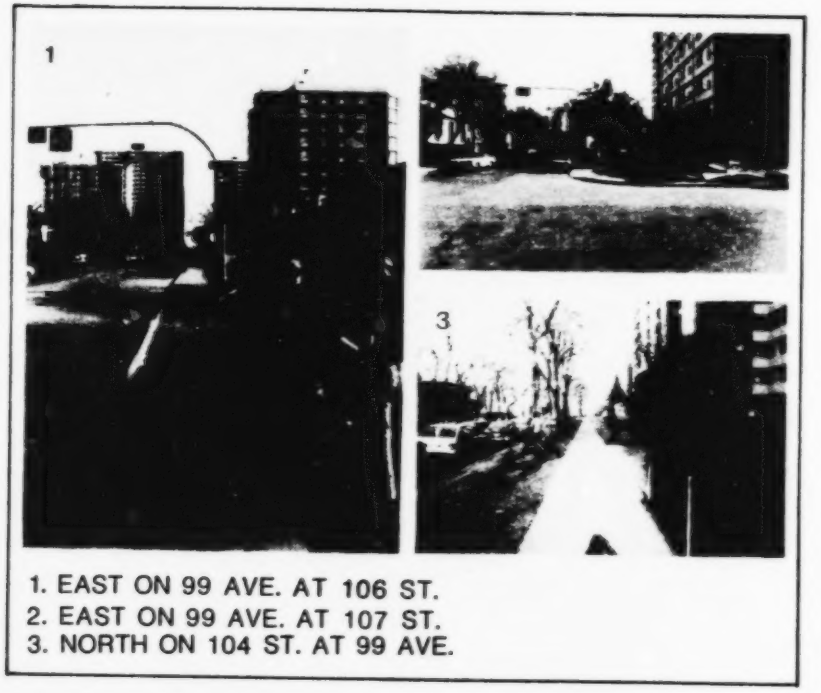
- PROPOSED 'TOP OF BANK' ALIGNMENT
- ALTERNATIVE ALIGNMENTS
- PROPOSED BICYCLE ROUTE
- MAJOR CONSTRUCTION REQUIRED
- UNOBSTRUCTED VIEW TO RIVER VALLEY
- OBSTRUCTED OR LONG RANGE VISTA
- TOP OF BANK EDGE ALONG ALIGNMENT

HERITAGE TRAIL

NOVEMBER 23 1982

8

The alternate route west of the YWCA, described in Figure 8 and illustrated in Figure 9, would proceed as a conventional sidewalk along 100 Avenue to 104 Street, down 104 Street to 99 Avenue and west along 99 Avenue to Capital Boulevard and thus to the Legislature Grounds. In doing so it would pass the 1912 McKay Avenue School, the 1912 Tyrone Apartments and the 1910 Ross House. A Trail on this alignment could utilize several private development opportunities and would improve a well travelled pedestrian route. In so doing however, it loses contact with the valley edge and the viewing potential that assumes, does not solve the serious auto/pedestrian conflict at 105 Street, and does little to incorporate the grounds improvements at the Legislature into the public network. Thus the bylaw alignment is clearly favoured, though the alternate segment from the YWCA along 104 Street to the McKay Avenue School is an acceptable compromise if the Hillside Estates and McDougall House concerns cannot be adequately resolved.



1. EAST ON 99 AVE. AT 106 ST.
2. EAST ON 99 AVE. AT 107 ST.
3. NORTH ON 104 ST. AT 99 AVE.

FIGURE 9 ALTERNATE ALIGNMENT PHOTOGRAPHS

7. HERITAGE TRAIL DESIGN

The proposed design is outlined on the site plans in Figures 10 and 11. The keyed sketches (Figures 12 and 13) and annotated text indicate an image of the Heritage Trail's recommended quality and form characteristics. They are ordered consecutively starting from the Provincial Government Centre and proceeding to the Convention Centre.

Figure 12, Sketch 1: Entrance at Provincial Government Centre

This entrance is to be the major access point from the Legislature grounds and the 107 Street transit terminal to the Heritage Trail and is therefore to be visually prominent. A grand staircase and ramp, emphasized with distinctive pedestrian lighting, shade tree planting and signage leads through the continuous retaining wall to the promenade along 98 Avenue.

Figure 10, Detail 1: Heritage Trail at 98 Avenue

A treed area with benches, planting, drinking fountain, and route map kiosk is located at the top of the stairs on the south side of 98 Avenue.

Figure 10, Detail 2: Typical Promenade Walkway

The detail of a 900 mm wide brick verge or boulevard with trees protected by metal grates and guards is common to street related sections of the promenade (98 Avenue and 100 Avenue). The walkway paving continues across streets and lanes. Bollards (low, decorative steel or concrete posts) at street corners add a visual identity to the Trail.

Figure 12, Sketch 2: 98 Avenue Crossing and Avalon Apartments

The Trail crosses 98 Avenue east of the lane to utilize the terrace adjacent to the parkade and thus avoids the substantial slopes and grade changes which have necessitated the wooden stairway at the north-west corner of 98 Avenue and 105 Street. The Trail then follows along the edge of the parking garage to the sidewalk alignment along 105 Street.

Figure 12, Sketch 3: 105 Street Pedestrian Bridge

Spanning over the deep cut of the road, the bridge allows the pedestrian to continue to the McKay Avenue School without meeting any car traffic. The at grade crossing at 99 Avenue and 105 Street is extremely hazardous because of the slope of the street and the high traffic volumes. The bridge crossing is an opportunity to develop a symbolic "downtown gateway" for motorists. (The Trail crosses several major roadways coming from the river valley into downtown. Each one of these offers an opportunity to develop a "downtown gateway".)

Figure 12, Sketch 4: 1881 School

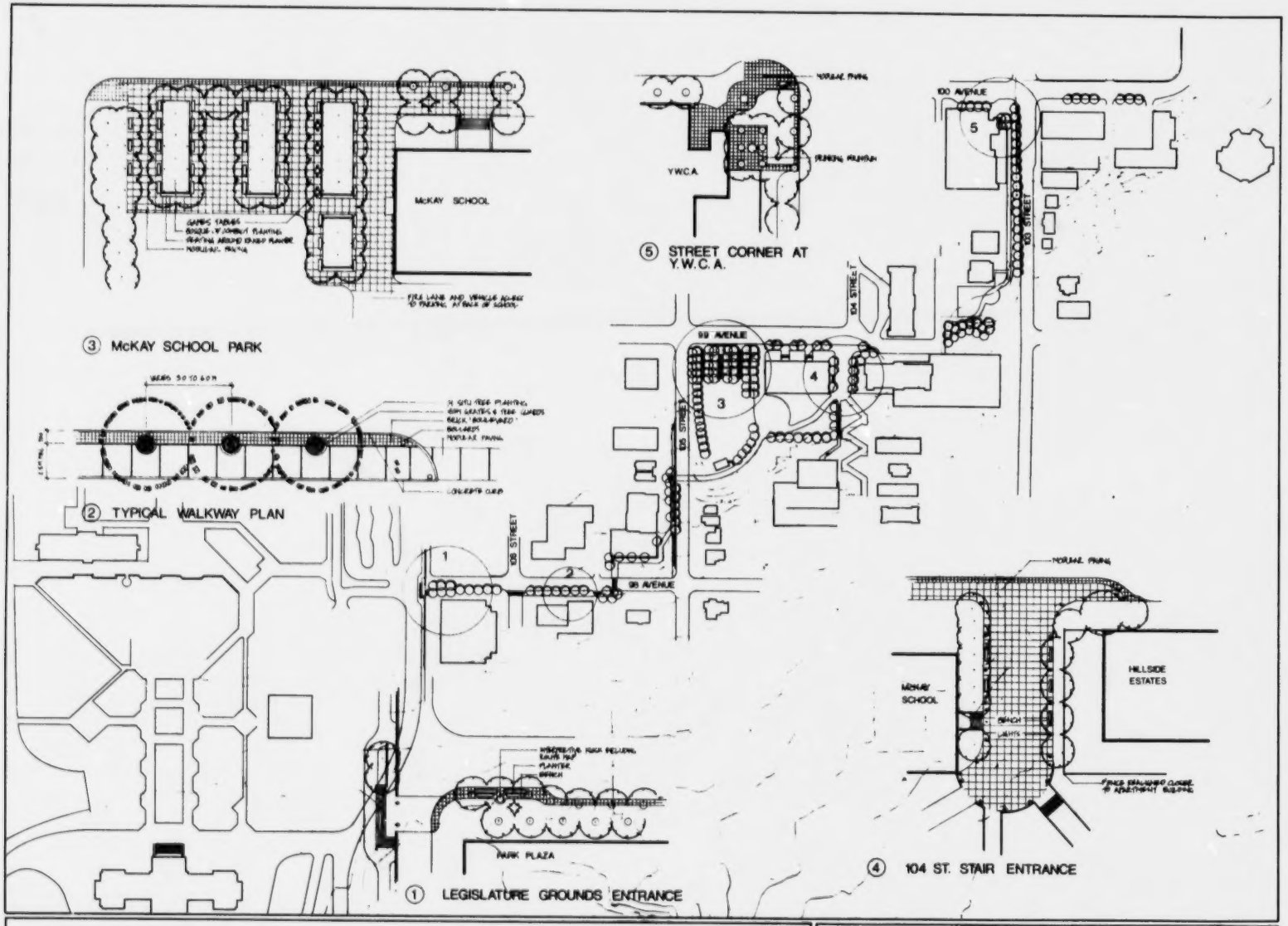
The Trail follows the edge of the valley past the 1881 School where there are excellent and expansive views. An interpretive display and lookout are developed, focussing on the school.

Figure 12, Sketch 5: McKay Avenue School Grounds Redevelopment

The McKay Avenue School grounds is one of the few major public open spaces downtown. Following the current school year, the present school use will be discontinued. Although a final decision on the reuse of the school building has not yet been made, at least a portion of the school is recommended to be developed as a community centre to serve the needs of the McKay Avenue area residents. (Although the McKay Avenue neighbourhood is technically part of the Rossdale Community League, it is physically separated from Rossdale and the community building there.) With this development there is a unique opportunity to improve the surrounding grounds for more community related recreational uses and as an important focus for the surrounding neighbourhood.

Figure 10, Detail 3: McKay Avenue School Park Detail

Much of the existing playing field is left open for casual sports like frisbee or catch, and a paved seating and gaming table area, under a bosque of trees, is developed facing 99 Avenue. This type of contemplative space, which allows one to observe but not necessarily participate in the games of the field or the



SITE PLAN - WEST

HERITAGE TRAIL

NOVEMBER 23, 1982.

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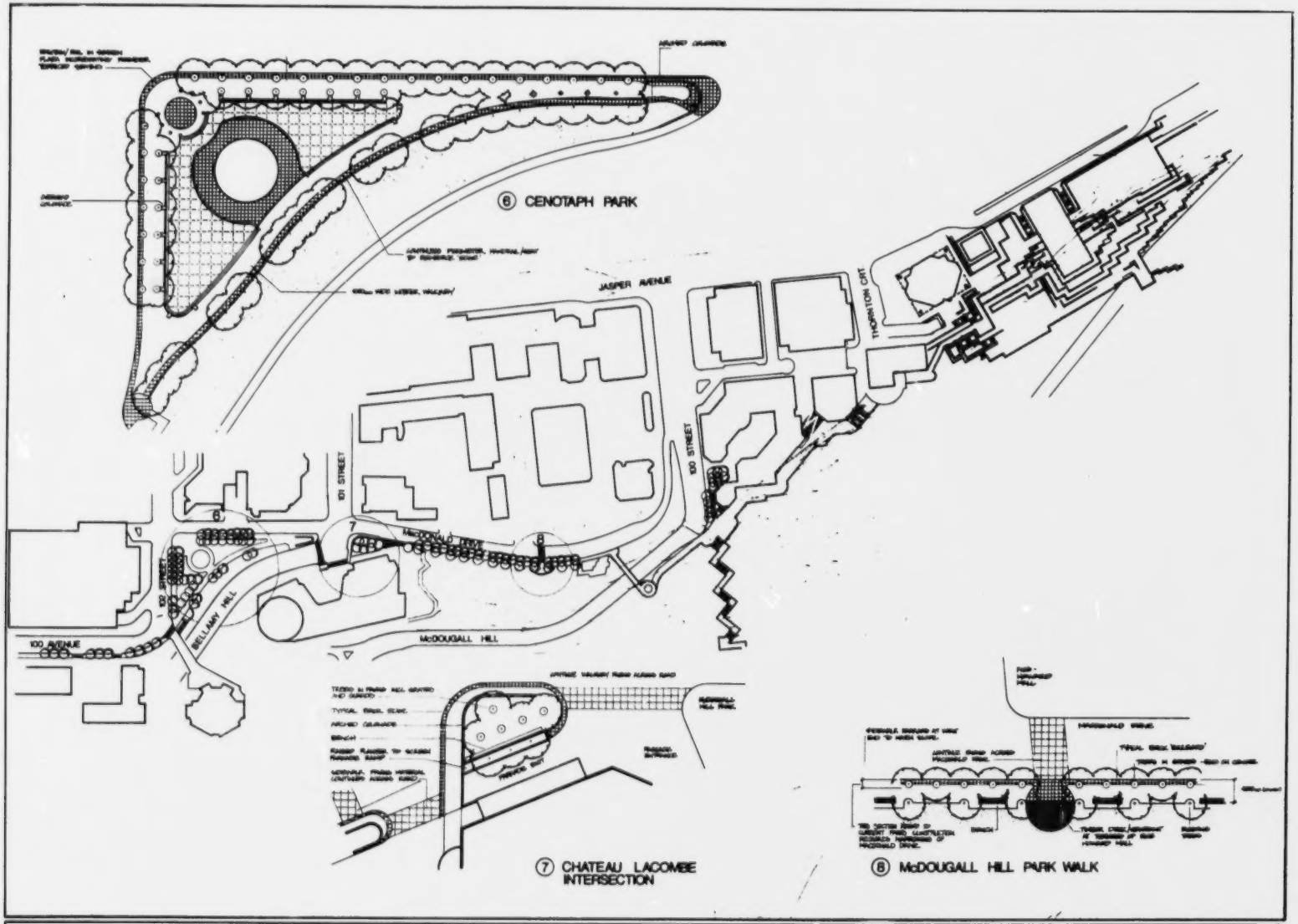

SITE PLAN - EAST

HERITAGE TRAIL

SITE PLAN
DETAILS
NOVEMBER 23, 1982.

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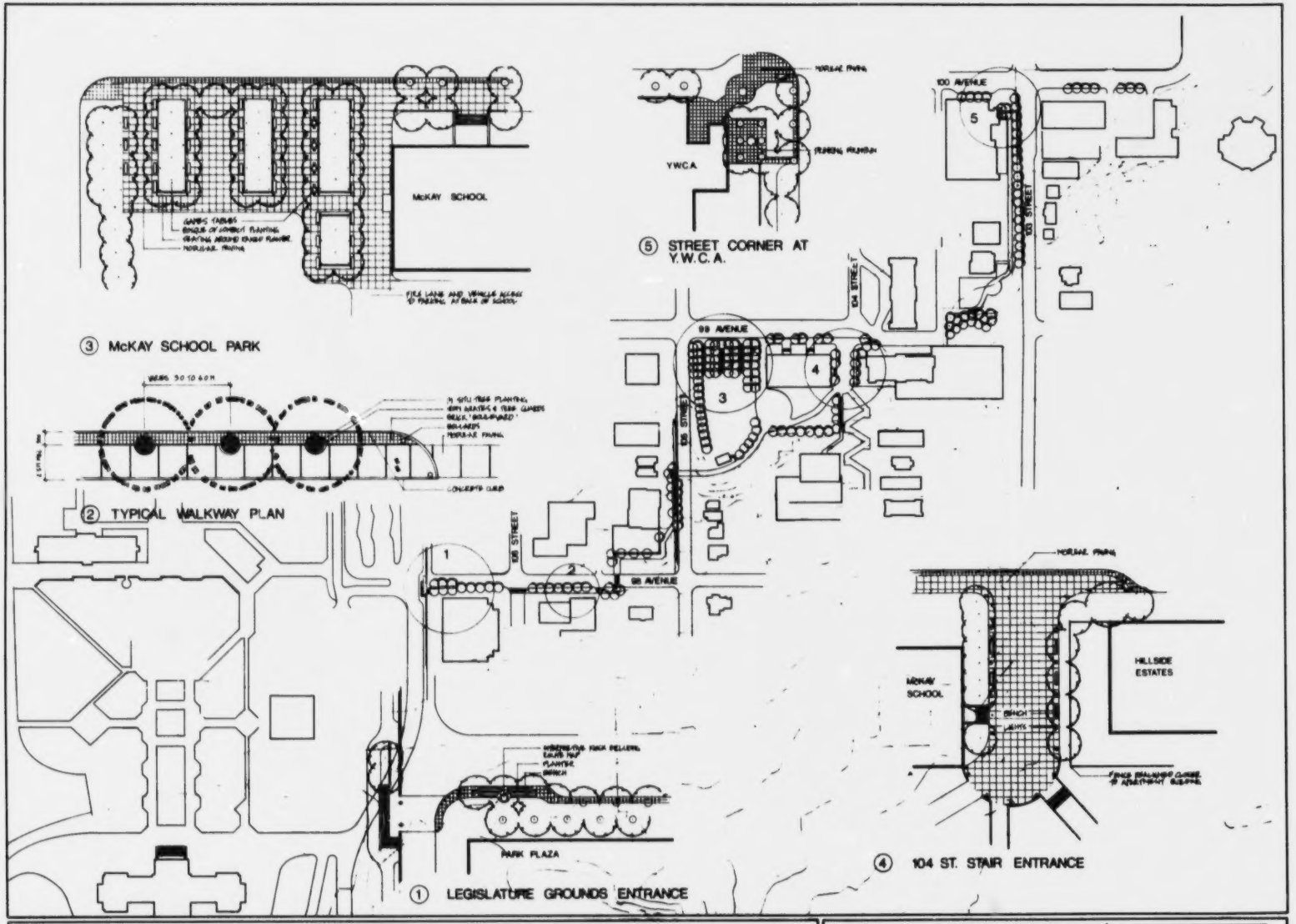

SITE PLAN - WEST

HERITAGE TRAIL

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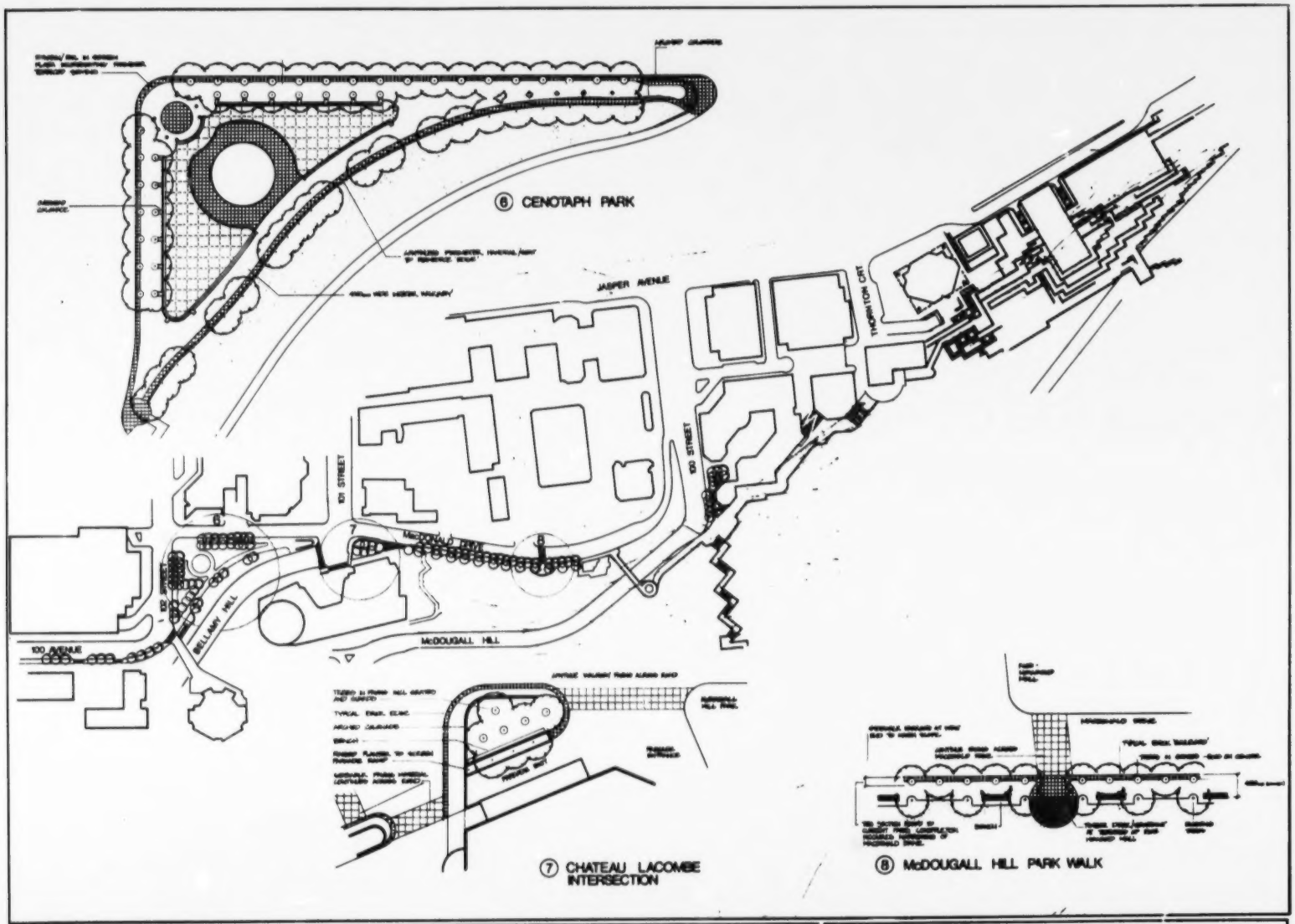

SITE PLAN - EAST

HERITAGE TRAIL

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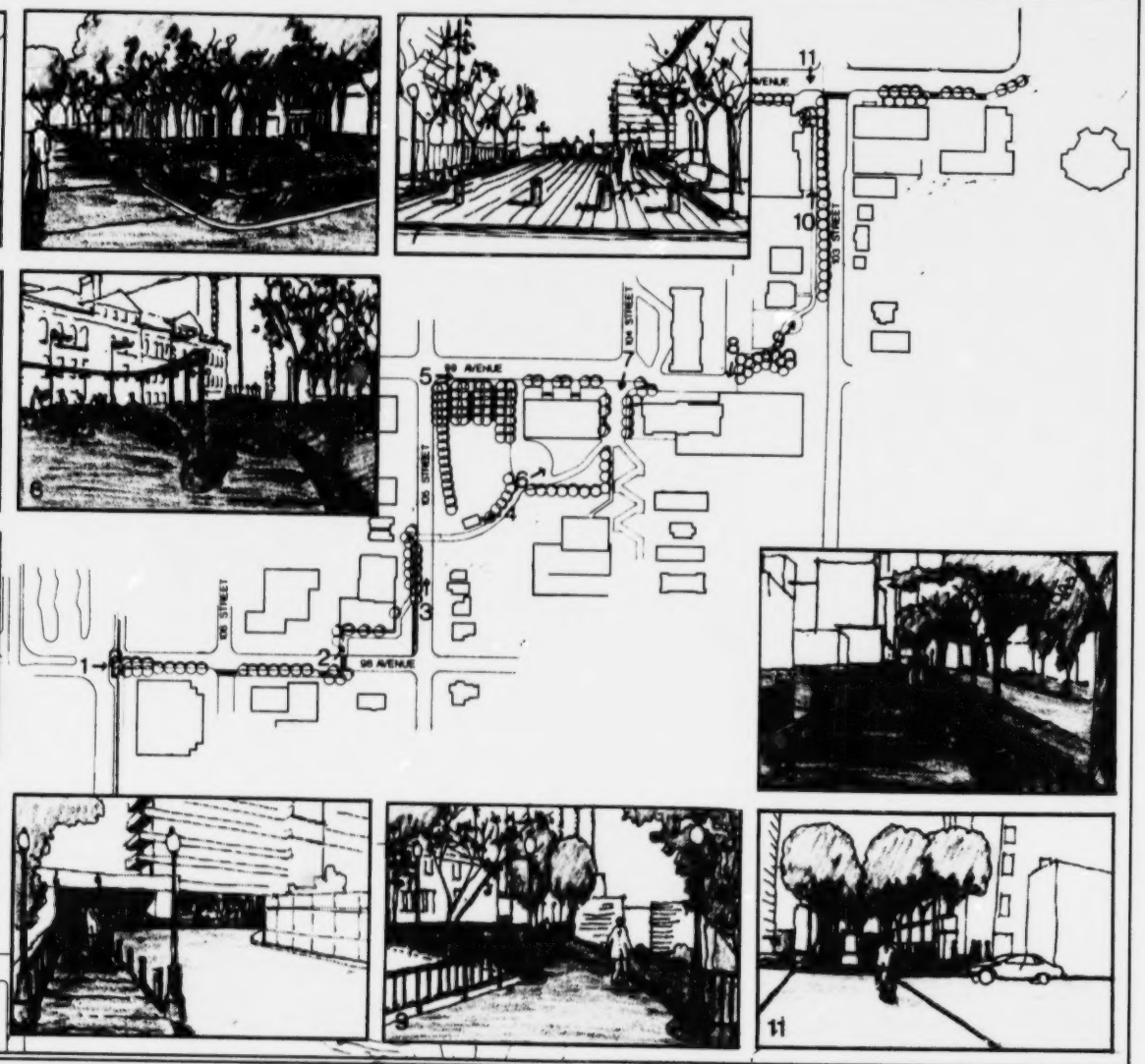

SITE PLAN - WEST
SKETCHES

HERITAGE TRAIL

NOVEMBER 23, 1982

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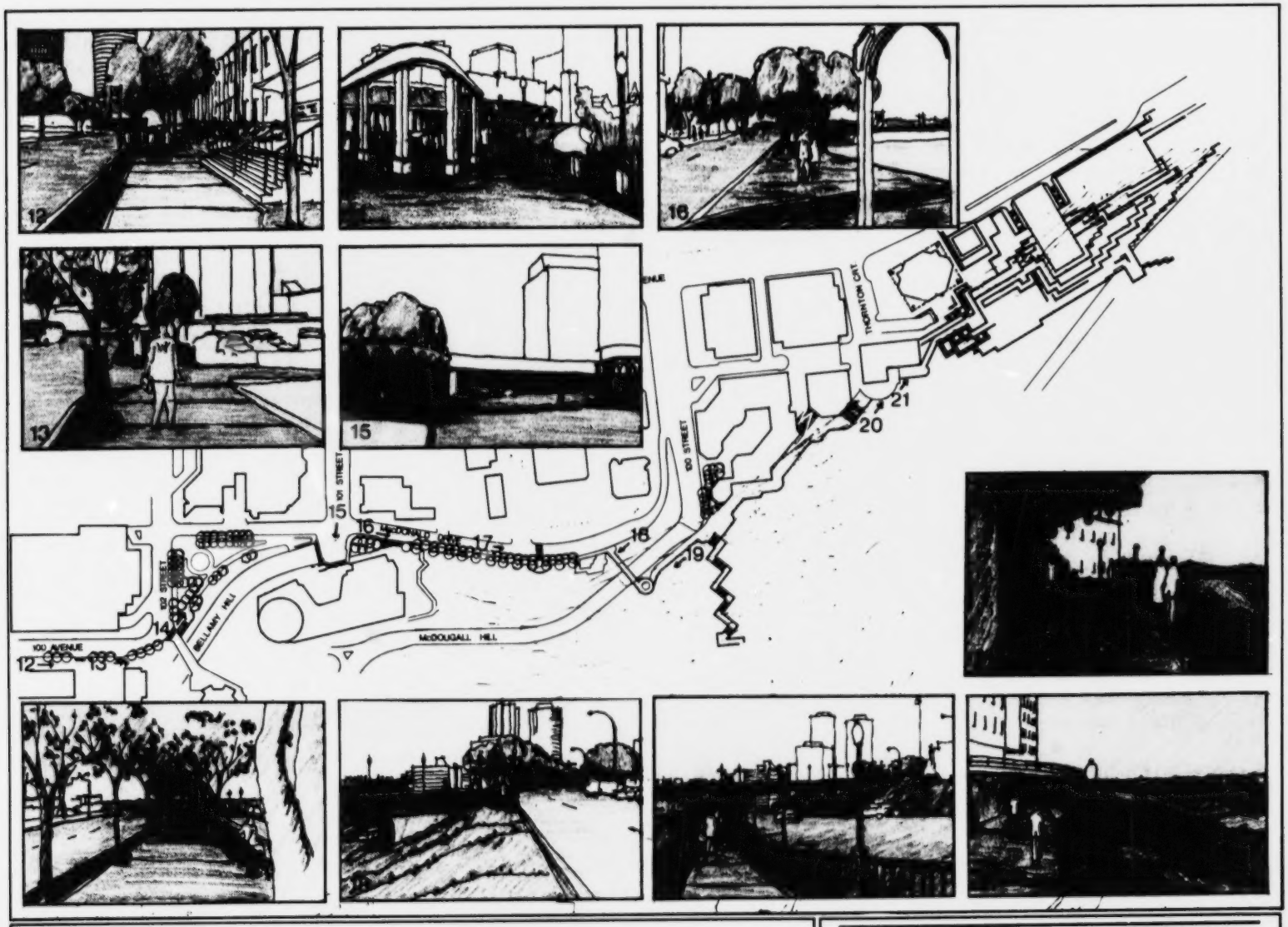


SITE PLAN - EAST
SKETCHES

HERITAGE TRAIL

13

activity of the street, is especially needed in the McKay Avenue residential area where there is so little open space available for use by residents.

Figure 12, Sketch 6: Back of McKay School

Since this hard surface sports area is removed from the immediacy of the street, it is important it be attractive and inviting and perhaps even whimsical. This area should be open and well lit both for security and casual surveillance.

Figure 12, Sketch 7: 104 Street Plaza

This small plaza extends south beyond the corner of the newer school and overlooks the Trail at the back of the school, a more grand and formal redeveloped 104 Street stairway, and the river valley beyond. It is therefore:

- both the entrance for the 104 Street stairway and the visual termination of 104 Street.
- an extension of the school's 99 Avenue street frontage.
- an outlook which allows visual surveillance of both the rear of the school and the stairway from the plaza.

Figure 10, Detail 4: 104 Street Plaza

The plaza is a well defined public court offering views to the valley. Its southern exposure will also make it an attractive summer sitting area. This is reinforced by realigning the existing wooden fence, providing seating, a fountain, shade trees and street lighting which is both decorative and, in the interests of safety, functional.

Figure 12, Sketch 8: Hillside Estates

Vehicular traffic is very busy in this narrow laneway limiting the delineation of the Trail to closely-spaced lamp standards and signage and perhaps paving and bollards near the parking garage.

Figure 12, Sketch 9: McDougall House

Responding to the need for yard privacy and the desired seclusion of Hilltop residents, the Trail is bordered by a substantial fence skirting the edge of the yard.

An area for interpretation is located at the far south-east corner from the house to identify its heritage value and direct one's attention to areas of interest in the river valley.

Figure 12, Sketch 10: 103 Street

A continuous pipe rail fence incorporating closely spaced lighting separates the 3.5 m wide walkway from the severe slope down to the road and includes new arcade planting on the west side of the walk.

Figure 10, Detail 5: YWCA (103 Street and 100 Avenue)

The promenade expands at the street corner of the YWCA and forms a plaza consistent in design with the promenade to emphasize the entrance. A bosque of trees further defines both the corner and the entrance. Attention is drawn to the historic plaque and brick frame commemorating the McDougall Mansion which once stood on this site.

Figure 12, Sketch 11: YWCA Entrance

The YWCA is an important recreation facility in the downtown and since it is a point of origin for many joggers using the river valley and the Trial, a water fountain is included in the plaza.

Figure 13, Sketches 12 and 13: 100 Avenue

The generous 4.0 m wide walkway is separated from the roadway by an arcade of trees (5.0 m on centre). Paving of the walkway continues across the laneway and entry driveways.

Figure 13, Sketch 14: Former Cenotaph Park

Former Cenotaph Park, like the McKay Avenue School grounds, is one of the few public open spaces in the downtown. There is an opportunity for it to be significantly upgraded as part of the Trail, and accommodate a greater variety and intensity of activity anticipated with the development of the 102 Street Transit-Mall and the proposed Royal Centre and Commonwealth Square projects. It could thus serve both as a termination to the Transit-Mall and as the forecourt to the two large projects adjacent to it.

Figure 11, Detail 6: Former Cenotaph Park

The park should be developed as an urban plaza; a place of diverse activity centered on a reflecting pool or fountain and surrounded by a treed arcade and stepped seating. People may come to the plaza to stroll along the colonade or to sit on its steps, taking part in the age old pastime of watching people. The plaza should be a place which may be comfortable for only a few people or which can accommodate lively crowds gathered to watch a mime performance or other kinds of public entertainment.

Figure 13, Sketch 15: 101 Street at the Chateau Lacombe

A colonade not unlike that proposed for former Cenotaph Park symbolizes a "downtown gateway" for Bellamy Hill and 101 Street. These prominent elements, combined with the paving material which crosses the road, will direct Trail users across this confusing intersection.

Figure 11, Detail 7: Chateau Lacombe Intersection

A bosque of trees and seating offers an opportunity to sit back and watch the busy activity at this intersection. Also, by extending the walkway towards the edge of the parkade ramp a more direct line of pedestrian travel is established between Macdonald Drive and Cenotaph Park.

Figure 13, Sketch 16 & 17: McDougall Hill Promenade

Improvements to McDougall Park are underway and scheduled for completion in 1983. The roadway must be narrowed for a 2.0 m addition to the sidewalk to incorporate the Trail along Macdonald Drive and to complement the McDougall Hill Park improvements immediately adjacent to the top of bank.

Figure 11, Detail 8: McDougall Hill Park Walk

The existing cross-walk is moved slightly west to correspond with the Rice-Howard Mall alignment. A lookout at this point acts as the Mall's visual terminus.

Figure 13, Sketches 18 & 19: McDougall Hill Pedestrian Bridge

This essential bridge spans over McDougall Hill road allowing the Trail to continue to the Macdonald Centre. This bridge, like the one at 105 Street, is an opportunity to develop a "downtown gateway."

Figure 14: Elevation - Macdonald Centre Promenade

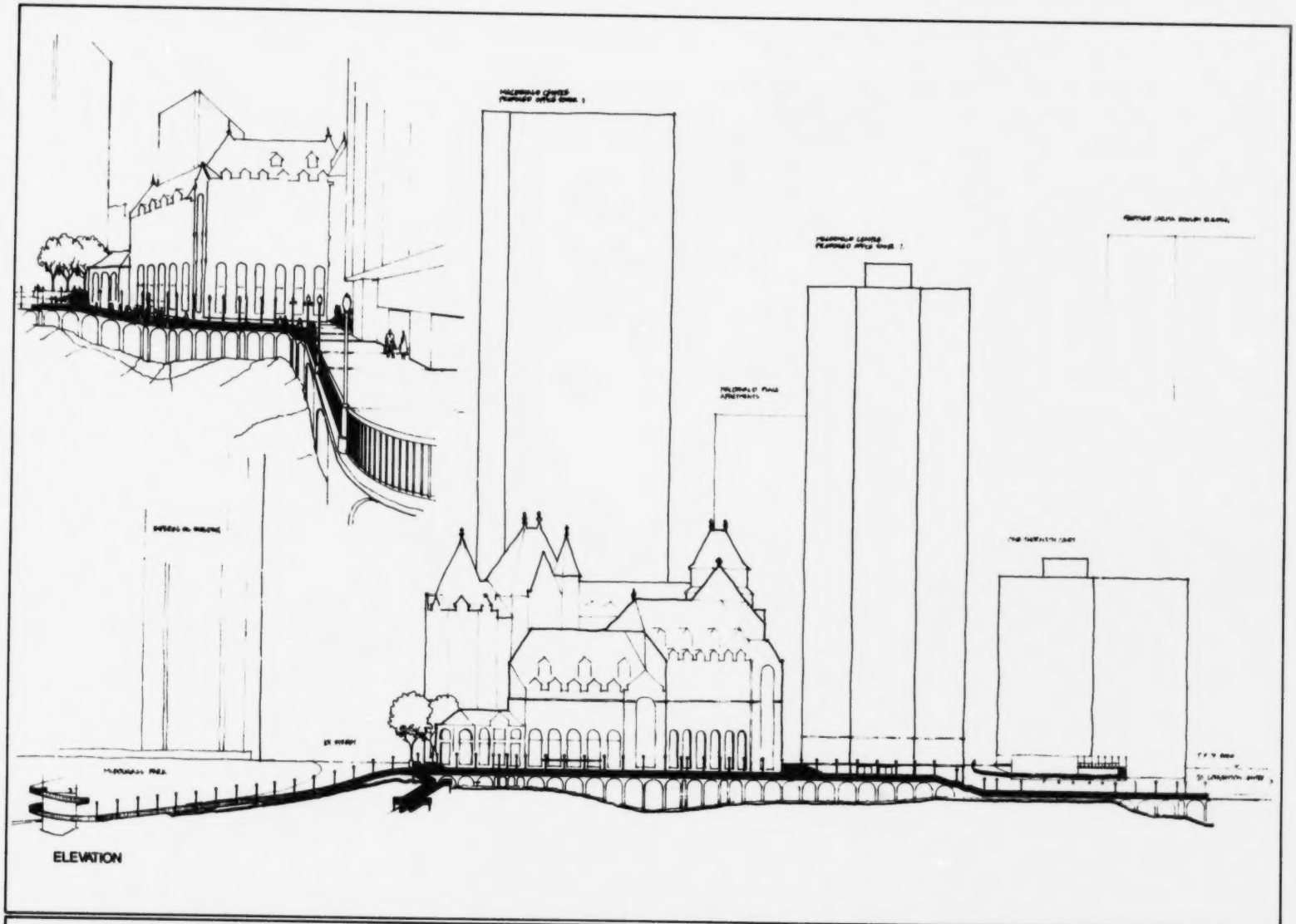
The Macdonald Centre section has the potential to be the most lively place along the Trail, if not in the downtown. It is here, free of vehicular traffic, that the city abruptly meets the sweeping landscape of the river valley. It is proposed that a grand formal promenade, of 8.0 m minimum width, be incorporated with the proposed hotel expansion and south office tower to dramatically establish this "brink" between downtown and the valley. It is critical that the promenade be located as close to the top of bank as possible to ensure both the enjoyment of the fantastic views and the incorporation of the retail and restaurant functions necessary to keep the promenade lively and thus secure. Ideally then, the promenade would be fully integrated with the hotel structure and should be in keeping with its traditional railway chateau style.

Figure 15: Plan - Macdonald Centre Promenade

The consideration of the hotel as a public facility permits another dimension to be added to the promenade concept: it allows the vitality of the city to functionally express itself at the edge of the valley.

Figure 13, Sketch 20 and 21: 1 Thornton Court

The promenade, in a similar style to that at Macdonald Centre, skirts around and under the parking ramp of 1 Thornton Court. The disposition of the Trail to the river valley is unique since one stands looking out from under the overhang of the parking ramp to the valley immediately below. The slope of the bank under the promenade in this section would be reshaped at the time the Bowlen-Carma project is constructed to support the walkway.



ELEVATION

PROPOSED MACDONALD CENTRE PROMENADE

HERITAGE TRAIL

Gillespies PLANNING

NOVEMBER 23, 1982

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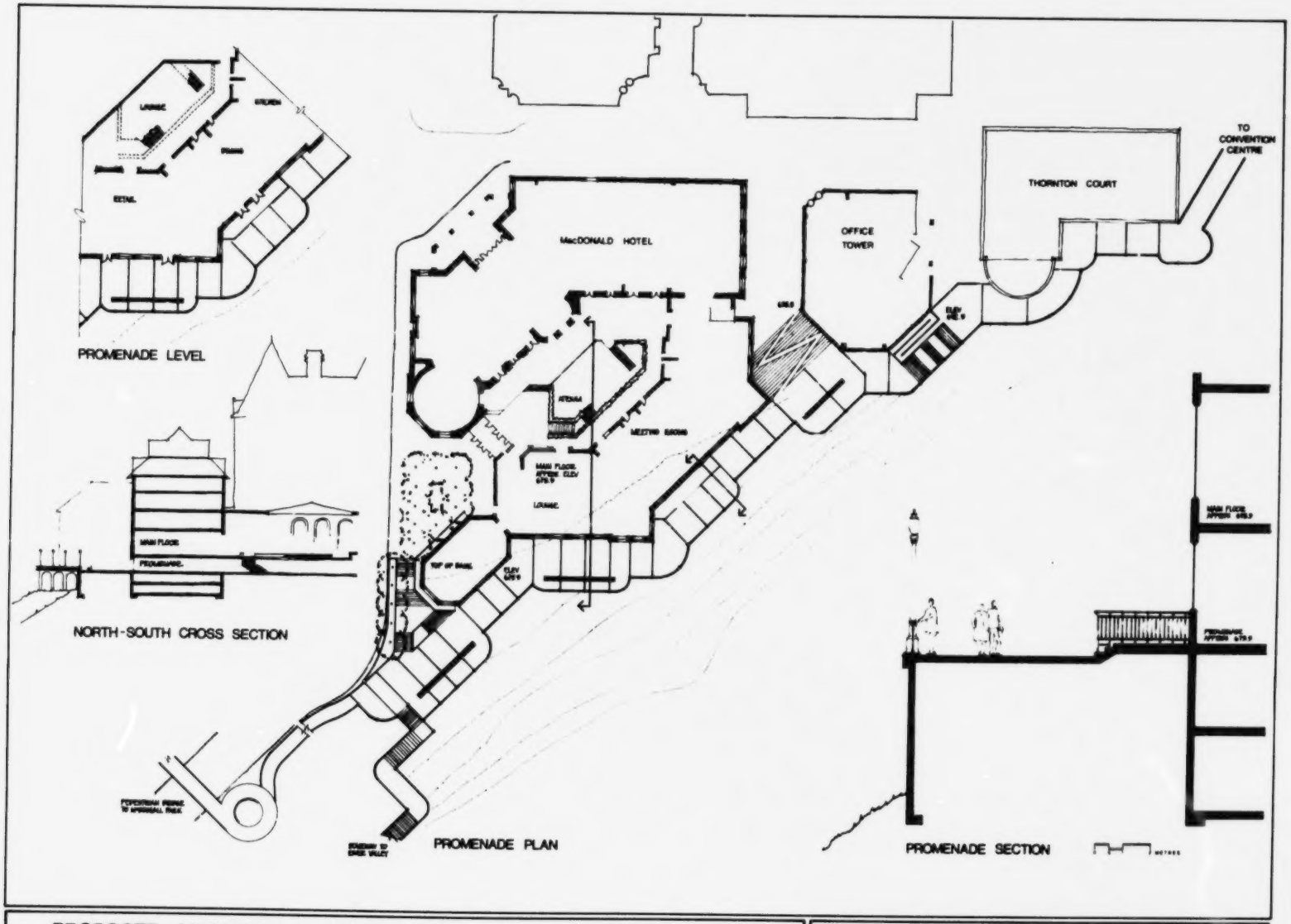

PROPOSED MACDONALD CENTRE PROMENADE

HERITAGE TRAIL

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NOVEMBER 23 1982

Carma-Bowlen Building and Convention Centre

At 1 Thornton Court the promenade will occur at the below-grade pedway level, permitting a direct connection to the integrated terraces of the proposed Carma-Bowlen building and the Convention Centre. From the Convention Centre, it is possible to continue along pedestrian routes below-grade into Canada Square or at-grade along the Jasper Avenue East Block and onto Chinatown, or across a pedestrian bridge over Grierson Hill into the river valley and Capital City Recreation Park.

8. DETAIL DESIGN

The special commitment to the pedestrian implicit in the Heritage Trail concept necessarily requires a like commitment to the specific selection and use of materials for its construction. Recent construction in the downtown (Figure 16), particularly street rebuilding on Jasper Avenue, often exhibits an inattention to detail design and material selection and installation which greatly detracts from the impression and use of the street. Adjacent paving surfaces often do not meet each other evenly, tree locations often constrict already too narrow walkways, the corners of protective tree grates protrude above or sink below the sidewalk surface to create potential hazards and even dangerously slippery materials are used on LRT Station entrance stairs. These conditions can be improved and even avoided if care is taken to select appropriate materials well suited to their use and ease of installation and maintenance, and to follow sound construction procedures.

If thoughtful consideration is given in detail design to appropriate elements and their installation method, the result on the site will be a well-finished, easily maintained walkway. The materials and details which distinguish the Trail are straightforward and require only care and attention in construction to realize their potential.

8.1 PAVING

A modular concrete paving surface with a decorative brick verge or border on one or both sides of the Trail is recommended (see Figure 17 for several paving examples). The concrete stone is suggested because, when installed correctly, it creates a uniform surface, free of the slab to slab irregularities of poured in place concrete and it is particularly easy to clean of snow. The scale of this modular material is sympathetic with the heritage theme and the historic structures along the route. Brick is reserved as a decorative edge in deference to its higher cost and potential snow clearing problems. The decorative use also emphasizes the richness of the material.

The single most important factor in the use of modular materials is the required adequate preparation of the base and sub-base upon which the walking surface is constructed. Sub-base compaction, proper granular base selection, its installation and compaction, and a proper levelling sand are each indispensable to the creation of an enduring paving surface.

Aside from the preparation and installation of the material beneath the walking surface, the proper use of paving materials is almost singularly concerned with edges - how materials meet each other. Satisfactory edging is achieved by making walkway widths correspond to the stone module so that the fabricated edge stones can be utilized. This avoids the rough edges that result from the use of broken or carelessly cut blocks for edging. This is also true for paving around items in the walk surface, such as tree grates. Transition strips between different materials are also required to provide a bearing edge to fully support stones and for aesthetic reasons. In the case of rectangular materials a change in pattern can provide the transition strip, though for the irregularly shaped concrete stones a change to a different shape for the edge is required. Modular concrete stones are effectively edged and retained with curbs constructed from concrete (poured in place, precast or as bricks).

Given this attention to edges and sound construction practice large surfaces of modular material become monolithic in texture and act as a foil to richer, decorative paving materials and site furniture, transforming a straightforward, simple walkway into an elegant addition to the public street.

8.2 LIGHTING

The Heritage Trail will serve as convenient access for many people working in or visiting downtown. In the winter, a considerable portion of the year, many of their trips are of necessity made during darkness. Thus proper lighting, apart from the requirements for functional security, is a significant recognition and even celebration of Edmonton's extreme northern latitude.

A high pressure sodium luminaire, installed at a height of 4m, 24m on centre, is suggested as the design standard to meet the Trail's requirements, though this will vary in response to site conditions. Installed at this height, a series of visible luminaires will reinforce the continuity of the Trail, creating a

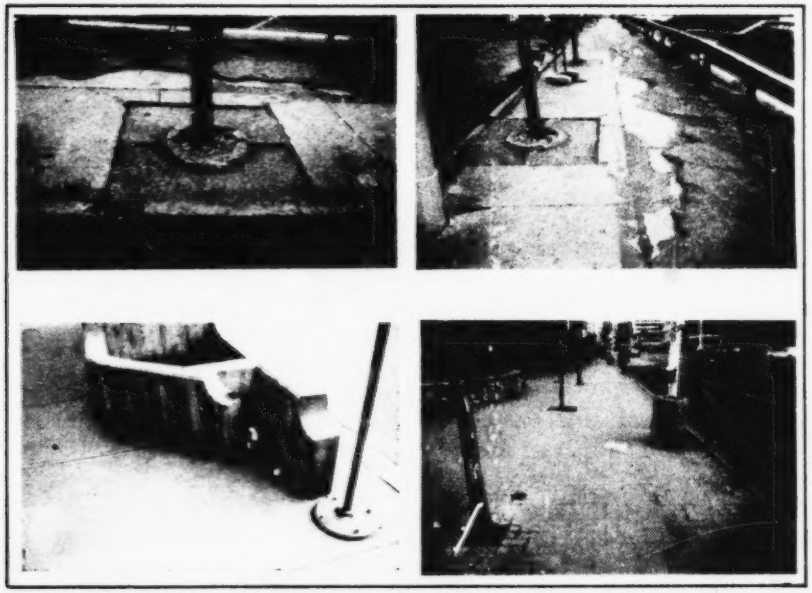


FIGURE 16 EXISTING CONDITIONS DOWNTOWN EDMONTON

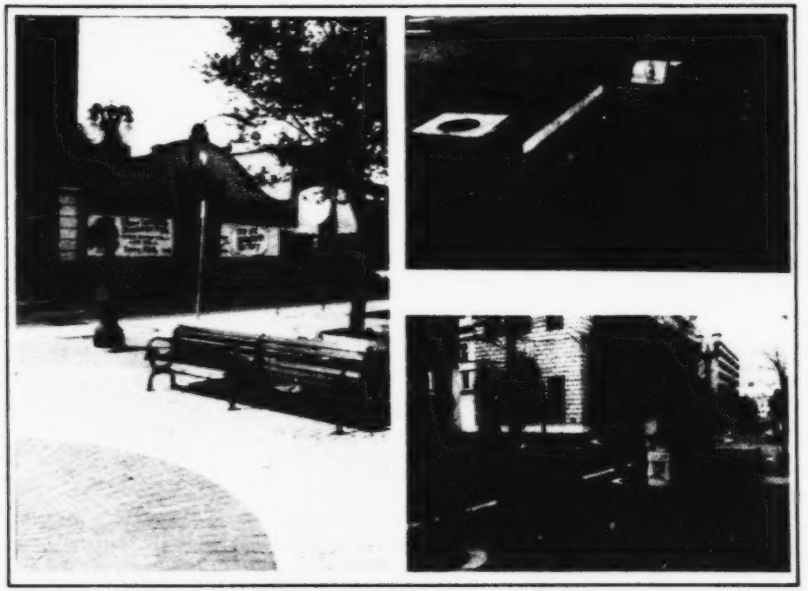


FIGURE 18 SITE FURNISHINGS

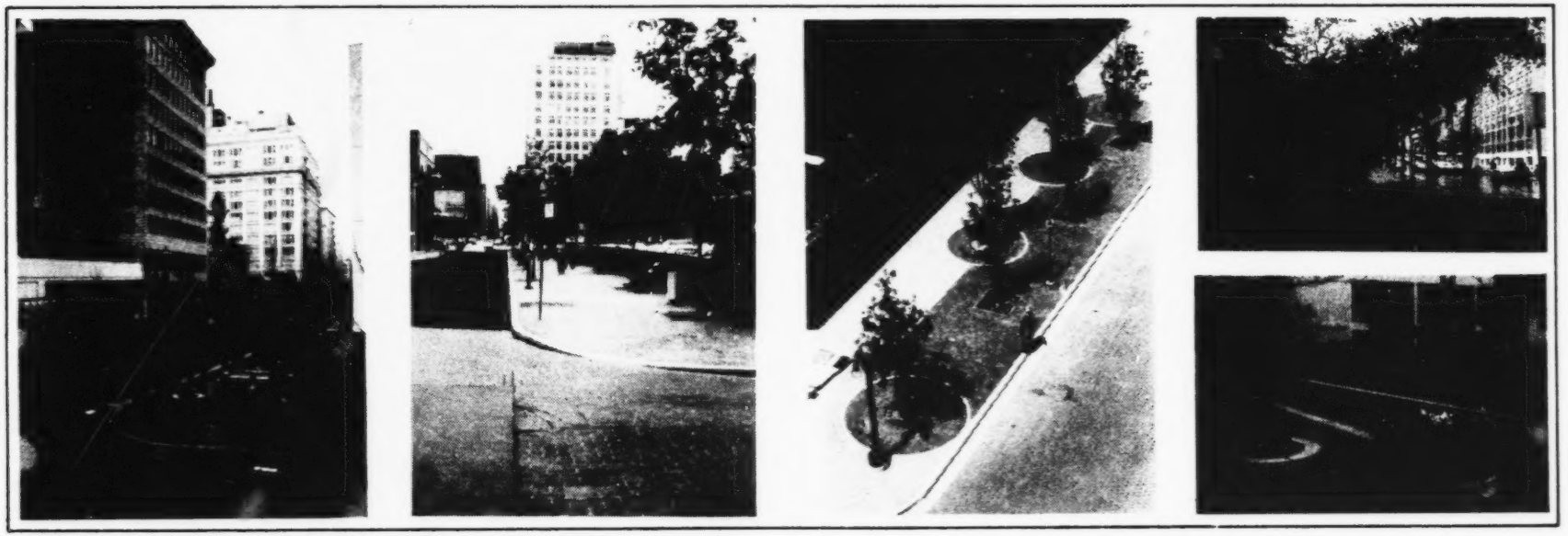


FIGURE 17 DECORATIVE STREET PAVING

recognizable line of light. A luminaire functionally and aesthetically suited to the Trail in particular and the downtown in general is illustrated in the Appendices. It would be distinguished on the Trail through the use of an ornamental pole, perhaps of cast iron or aluminum.

8.3 SITE FURNISHINGS

A consistency in the scale, allusion to heritage, and degree of detailing in site furnishings is important in identifying and maintaining the Trail's continuity over its full 1.6km length. Seating, most often in the form of benches, is required to allow observation of activity areas, and to provide rest areas, especially for the elderly, and so should be provided at regular intervals along the route. Bollards, essentially large diameter low posts (approximately 800mm high) are used to demarcate the Trail's intersection with streets, to keep automobiles from trespassing on pedestrian turf and to functionally identify the Trail, particularly in winter. Bollards along the route would ideally be identified by their material and design, perhaps of cast iron, and the incorporation of a Trail logo.

Waste receptacles, consistent in detail and quality with benches and bollards, should be incorporated at all seating areas to assist in maintaining a litter free Trail. Examples of appropriate furniture are illustrated in Figure 18.

The Trail alignment has a considerable degree of direct and indirect contact with the heritage of the City. This ranges from the contributions of John McDougall, an emminent pioneer, now only remembered through his brother's house located on the Trail, to the pattern of development in the river valley which dominated the form of the City until the flood of 1915. This heritage should be boldly presented in a comprehensive series of obvious and attractive interpretive displays. While several locations for such facilities are described in this report, the full range of interpretive issues and possibilities for the Trail should be pursued at the time of implementation with the Edmonton Historical Board, the City's Heritage Officer and the Historical Planning Unit of the Parks and Recreation Department. The Edmonton Historical Board is prepared to contribute their expertise to the development of the interpretive displays, to include existing buildings as well as buildings no longer here and the sites of events of years past which can be referenced from the Trail. Examples include the Frank Oliver House which was at 100 Avenue and 103 Street, the Richard Secord House at 105 Street and 99 Avenue, or the 1908-1913 incline railway which connected the bottom of the River Valley with Macdonald Drive at 101 Street. Route maps, in a style like the interpretive displays, should be installed at busy points along the Trail, perhaps in conjunction with drinking fountains.

8.4 PLANTING

Consistent verge or boulevard planting will be one of the Trail's most essential and notable features. The species recommended for boulevard planting are Green Ash, Summit Green Ash and Black Ash, the latter two preferred because of their more upright branching habit. A minimum caliper of 100mm is recommended to ensure an immediate impact is created by the planting and to withstand the abuse boulevard trees must endure. The distinctiveness of the planting is enhanced by protecting trees in paving with cast iron tree grates and guards and by planting trees no further apart than 6m on center to form a consistent arcade along the promenade.

Coniferous planting, though useful to provide winter colour and windbreaks, can pose security problems if planted in masses adjacent to walkways. It is therefore suggested that coniferous tree planting be strictly ornamental and generally be confined to the open spaces along the route where it can be removed from immediate contact with the Trail. It may for instance serve as a useful windbreak along the western edge of the McKay Avenue School grounds or as visual interest on the south slope of former Cenotaph Park. Coniferous shrubs in planters may also be used to good effect in the detail design of the public parks.

8.5 MAINTENANCE

It is imperative that a high level of maintenance be evident on the Trail to demonstrate the City's commitment to the ongoing care of downtown. Continuous and thorough maintenance communicates both a commitment to the pedestrian and a feeling of civic pride. It will also greatly decrease the incidence of casual vandalism.

It is recommended that Trail maintenance items such as tree pruning, light replacement, litter pick-up and painting be to the same high standard as is currently practiced for downtown parks such as Churchill Square and Beaver Hills Park. It is assumed the Parks and Recreation Department would assume this responsibility as it does for other downtown parks.

Property owners will be expected to comply with development agreements which specify maintenance of the Trail.

It is recommended that during the winter a standard 2.0 metre width of sidewalk be maintained free of snow by property owners, particularly along non-commercial streets, with the remainder of the walkway width cleared at frequent intervals by City ploughs.

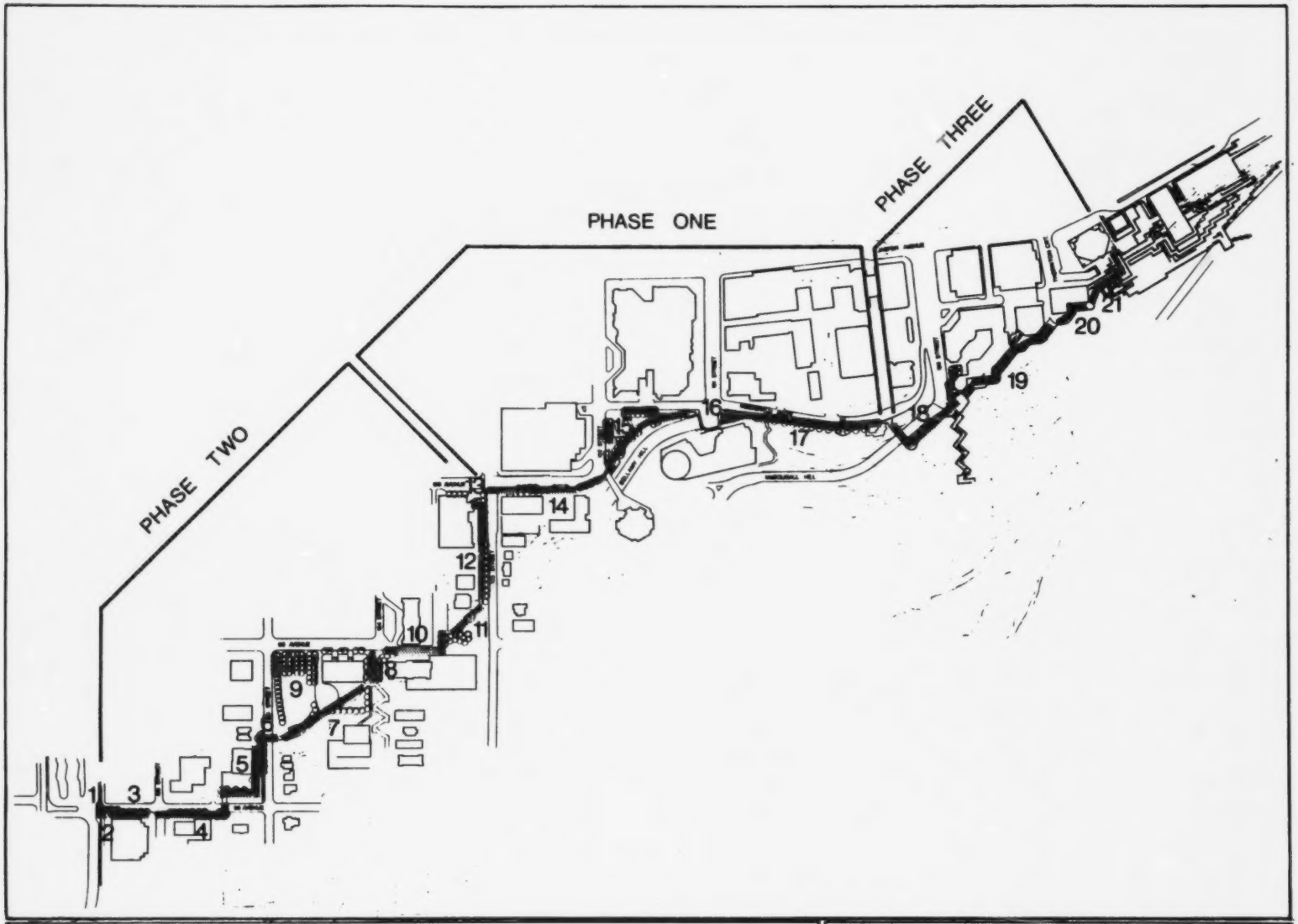
9. CONSTRUCTION COST ESTIMATE

The preliminary cost estimate presented here is based upon the conceptual drawings presented in this report. Its purpose is only to serve as an indicator of magnitude of investment for Council and as a guide for consultants retained to prepare the project working drawings. It should not be construed as a fixed or accurate amount necessary to realize the project.

The estimate is described in both route sections and possible construction phases (Figure 19). These segment costs are summarized below.

Costs shown are exclusive of necessary easements, the stairways at 100 and 104 Streets, professional fees, and administration. Also, no estimate is provided for sections of the Trail where the cost is assumed to be borne by developers or property owners as part of their site developments (indicated with an asterisk*).

Section		Estimate
1.	Legislature Grounds entrance	$ *
2.	Lane crossing	3,312.00
3.	South side 98 Ave to 106 St.	*
4.	South side 98 Ave east of 106 St.	40,367.00
5.	Avalon Apartments	44,415.00
6.	105 St. pedestrian bridge	225,325.00
7.	McKay Avenue School grounds south walkway	45,510.00
8.	104 Street plaza	75,721.00
9.	McKay Avenue School grounds	215,801.00
10.	Hillside Estates laneway	18,703.00
11.	McDougall House	15,000.00
12.	103 St. walkway	47,258.00
13.	YWCA forecourt	35,703.00
14.	100 Avenue	78,133.00
15.	Former Cenotaph Park	609,970.00
16.	Chateau Lacombe intersection	130,240.00
17.	McDougall Park promenade	89,325.00
18.	McDougall Hill pedestrian bridge	800,000.00
19.	Macdonald Centre promenade	*
20.	No. 1 Thornton Court promenade	400,000.00
21.	Bowlen-Carma terrace	*
		$2,874,783.00
	15% Contingency	$ 431,217.00
	Total: (1982 Dollars)	$ 3,306,000.00



CONSTRUCTION COSTS
AND PHASING

HERITAGE TRAIL

19

NOVEMBER 23, 1982.

10. PROJECT PHASING

Implementation of the Heritage Trail is but one step in a long term strategy of civic improvements approved in the Downtown Bylaw. (These projects are described in the Downtown Area Redevelopment Plan Bylaw 1981 and the Central Area Improvement Program Part I Report). Its implementation is appropriate at an early stage in this comprehensive scheme because:

- It offers functional benefits to the users and residents of downtown.
- It is highly visible.
- It is achievable.
- It can be phased into distinct but meaningful components parts.

Construction of the Trail is recommended in three phases, each of approximately one year's duration (Figure 19).

The recommended first phase of construction for the Heritage Trail is one which will make the most impact and be the most visible in promoting Council's goal to provide a commitment to downtown. The public portion of the Trail which features the greatest visibility and which appeals to the widest cross-section of users is that portion which runs through the commercial core of downtown from the YWCA along 100 Avenue through former Cenotaph Park to McDougall Hill Park.

Completion of this first phase would improve a well used pedestrian route, provide a usable and exciting public park where none previously existed and provide a demonstration of the nature and type of materials, and thus quality, to be used for the entire alignment. It could be completed in a single construction season for an approximate cost of $1,043.818.

The recommended second phase of construction would be in the McKay Avenue residential area. It would include the redevelopment of the school grounds into a neighbourhood park, the construction of the 105 Street pedestrian bridge, the stairway into the Provincial Government Centre, the connection to an improved stairway at 104 Street and upgrading of walkways to the promenade along 98 Avenue and from the school grounds to the YWCA. This work would of necessity be co-ordinated with the as yet undetermined use for the McKay Avenue school. Like phase one, this section could also be constructed as a discreet unit in a single season. Its estimated cost would be $882,182.

The third phase would be the construction east of 100 Street, including the McDougall Hill pedestrian bridge. It would complete the Heritage Trail as a continuous top of bank pedestrian route from the Provincial Government Centre to the Convention Centre. This final phase of Trail construction is essentially reliant upon the completion of the Macdonald Centre and Bowlen-Carma building projects, neither of which will likely be completed before 1985.

The scheduling of this phase recognizes the considerable time which will be required to design and construct both of these major projects, which comprise the eastern most section of the promenade. In fact it is recommended that the pedestrian bridge, by far the most costly element in this phase, only proceed in conjunction with the construction of the Macdonald Centre project.

This portion of the Trail including the pedestrian bridge and the portion of the promenade at 1 Thornton Court but excluding the portions to be built as part of the Macdonald Centre and the Carma-Bowlen building would cost approximately $1,380,000 in 1982 dollars.

Specific sections of the Trail may be constructed independently of this schedule as components of private development projects which may preceed the public portions of the work. It is for this reason that detailed design and working drawings should be completed as soon as possible, thus enabling the private development industry to respond and participate in the Trail's development in a consistent and co-ordinated manner.

APPENDICES

A pleasing promenade

If the city planning department's idea goes through, it'll be time to dust off those walking shoes or rev up your runners. The department will present plans at a public meeting Monday for a scenic promenade from the convention centre to the legislature grounds. The Heritage Trail would lead to several scenic areas and parks and serve as a trail for joggers and walkers. Story, Page B1.

NEWSPAPER ARTICLES

26 OCT 1982

Pedestrian promenade planned

By CONAL MULLEN
Journal Staff Writer

Life promises to improve for pedestrians in Edmonton's downtown.

The city Planning Department will present plans at a public meeting Monday for a scenic promenade from the convention centre to the Legislature grounds.

The proposed Heritage Trail is a downtown pedestrian route that will lead to several scenic areas and parks and serve as a trail for joggers and walkers.

The route will go from the convention centre on Grierson Hill near 97th Street and head west along the top of the river valley to the top of McDougall Hill at 100th Street.

From there it will run along Macdonald Drive to the top of Bellamy Hill at 101st Street, then to 103rd Street and 100th Avenue. It will turn south and continue to 99th Avenue and 104th Street, cross to 98th Avenue and 105th Street and run to the Legislature grounds.

Part of the downtown development plan, the trail was conceived as early as 1976, said Armin Preiksaitis, manager of the area planning branch.

According to a preliminary proposal, the 1.6 km walkway will have a non-slip surface and feature pedestrian lighting and archways, fountains, benches and arcades of trees.

Planners say the trail will avoid traffic areas as much as possible.

It will differ from conventional street sidewalks by offering a well-defined route rather than leaving the choice to the walker, said Doug Carlyle, a freelance urban designer working on the plan.

As part of the route, the plan proposes a pedestrian bridge for McDougall Hill. The bridge could serve as a symbolic gateway to downtown from the river valley, Carlyle said.

Freelance designer Keith Orlesky, also working on the plan, said downtown sidewalks often have poor surfaces and are adjoined by too many blank building facades.

The trail, which will have a minimum width of 2½ metres, won't be open to cyclists. However, a separate bicycle route will run nearby.

The preliminary proposal will be presented at a public meeting at the YWCA, 10305 100th Avenue, Monday at 7 p.m.

Walkers pleased with plan

By MARK HUME
Journal Staff Writer

The city as a pedestrian ghetto — bleak cement retaining walls, cracked pavement, faceless buildings and traffic-filled streets.

That's the present face of Edmonton — but at a public meeting Monday city planners outlined their vision of a bright, spacious promenade snaking through the wasteland of the downtown core.

To the 50 people in attendance the proposal was greeted like a breath of fresh air in a city downwind from a gas blowout.

"We're sold," said one man after seeing the city's concept for Heritage Trail.

"Excellent design," agreed a woman.

The proposal calls for a landscaped pathway, following the edge of the river valley and linking the convention centre with the legislature grounds.

In a slide presentation, planners showed what the route could be like compared to what it looks like now.

In place of narrow sidewalks adjoining busy streets would be a wide, pleasant walkway with benches, pocket parks and arcades of trees.

Alan Dutcan, a planner with the city's urban design group, welcomed the several expressions of support voiced at the meeting.

He urged people to make their feelings known to city hall, saying the proposal has a number of hurdles to clear before it becomes reality.

Duncan said the concept is still in its early stages. It will be presented to the Chamber of Commerce, Jasper Avenue business people and the police department before it is refined and taken to council.

Cost of the 1.6-km walkway is not yet known.

EDMONTON JOURNAL 1982 11 02

HERITAGE TRAIL TRAIL MEETING SCHEDULE

Wed. Oct. 13, 10:30	Western alignment and easements required: Bryce Card Frank Gasparik and Carmen Bavaro RE&H
Mon. Oct. 18, 3:30	Armin, Bob and Alan
Thurs. Oct. 21, 2:00	P.J. Duggan and Bob Clark, Police Department
Mon. Oct. 25, 12:00	Brown Bagger, lunchroom, invitation to P.&R. through Bryce Card, Marla Daniels of Travel Development, 2-5 D.R.C's, Larry Wall, (Outdoor Rec Advisor) 3545 Gary Sebulsky, Alta. Rec and Parks, Police Dept.
Mon. Oct. 25, 2:00	Macdonald Centre, Jack Agrios et al, 1400 Principal Plaza
Mon Oct. 25, 2:45	Bowlen-Carma, as above
Wed. Oct. 27, 3:00	Ekkehard Kolesch, Director of the Convention Centre,
Mon. Nov. 1, 1:30	Armin, Alan, Keith, Doug
Mon. Nov. 1, 7:00	Public meeting YWCA, rep. from Alta. Culture (Sally Coutts), Dave Lapp of Travel Alta., Scotty McIntosh, Richard Newton of Housing and Public Works
Tues. Nov. 2, 2:00	Mavis Gould, Hilltop House
Tues. Nov. 2, 4:00	Bryce Card, Armin, Keith, Doug
Wed. Nov. 3, 11:00	Carmen Bavaro, John Eastwood and Brent Hughes, RE&H
Wed. Nov. 3, 1:30	Chateau Lacombe, Peter McArthur, Gen. Man.
Fri. Nov. 5, 12:00	Chamber of Commerce, John Wojciki (426-4620) 6th Floor, Sun Life Building
Tues. Nov. 9, 2:00	Karel Dlouhy/McIntosh Workum & Chernenko
Wed. Nov. 17, 1:30	Thornton Court, Brian Price, John Miller (423-7807)
Thurs. Nov. 18, 1:30	Scotty McIntosh, Ray Davis (T.M.D.)
Thurs. Nov. 25, 4:00	Edmonton Historical Board
Tues. Dec. 7, 8:00	Presentation to Community Recreation and Planning Class (Prof. Guy Swinerton)

LETTERS

Alberta Historical Resources Foundation
10021 - 8th Avenue S.E., Calgary, Alberta T2G 0X5 Phone (403) 261-7288

October 21, 1982

File: H33

Mr. Alan Duncan
City of Edmonton
Planning Department
11th Floor
Phipps-McKinnon Building
10020 - 101A Avenue
Edmonton, Alberta
T5J 3G2

Dear Alan Duncan:

I am most interested in the programme which you described wherein the City of Edmonton plans to develop a promenade or "Historic Trail" from the Convention Centre to the Legislative Building. It is a positive programme, the type of thing this Foundation applauds.

If we can be of assistance in the process please let us know.

Sincerely,

Trudy Cowan
Executive Director

TC/jm

Enc.

CP Hotels
Chateau Lacombe
101st Street at Bellamy Hill,
Edmonton, Alberta, Canada T5J 1N7
Tel (403) 428-6611 Telex 037-2540
Managed by Canadian Pacific Hotels Limited for Lanch Holdings (Alberta) Limited

EXECUTIVE OFFICE:

November 8, 1982

Alderman Paul Norris
c/o City Council
City Hall
EDMONTON, Alberta

Dear Paul:

The Chateau Lacombe Management recently had the privilege of a presentation by the young men who are responsible for the proposed Heritage Trail Development in the downtown area. We whole-heartedly endorse this proposal and in fact we would be happy to endorse any or all efforts made by the City to improve the downtown area of our fine City of Edmonton.

I can assure you that once the plans are in place and the Trail takes shape, the Chateau Lacombe will endeavour to upgrade the Property so that it will not be outplaced thus supporting the Heritage Development both in spirit and in reality.

Yours sincerely,

P. G. McArthur
General Manager

PGM/sk

c.c. Mr. D.A. Lychak, General Manager, Planning Department.

Jack N. Agrios

Barrister and Solicitor

JACK N. AGRIOS, Q.C. (ALSO BARR. SAR)

1400 PRINCIPAL PLAZA
10060 JASPER AVENUE
EDMONTON, ALBERTA T5J 3N6

TELEPHONE (403) 424-6501/423-6502/421-1010

YOUR FILE: DP 525

OUR FILE:

November 24th, 1982

The City of Edmonton
Planning Department
13th Floor Phipps McKinnon Building
10020 - 101A Avenue
EDMONTON, Alberta
T5J 3G2

Attention: Mr. Armin Preiksaitis
Manager
Area Planning Branch

Dear Sirs:

Re: Development Agreement - CARMA DEVELOPERS LTD. and BOWLEN HOLDINGS LTD. - The Heritage Trail, Edmonton

We thankyou for your letter of November 21st, 1982, regarding the above matter.

We trust that the Heritage Trail can be properly incorporated in our clients' agreement without substantial cost increases, thereby resulting in a benefit to all parties concerned.

We would now appreciate receiving from you the Heritage Trail report once the same is available.

Thank you.

Yours very truly,

JACK N. AGRIOS

JNA:sg

Copy To: Mr. Dean Kupchanko
BOWLEN HOLDINGS LTD.

Edmonton Convention Centre

SUITE 360, ONE THORNTON COURT, EDMONTON, ALBERTA, CANADA T5J 2E7
TELEPHONE (403) 428-4964

November 25, 1982

MEMORANDUM TO: Mr. Doug Lychak
General Manager
Planning Department
City of Edmonton
13th Floor, Phipps-McKinnon Building

FROM: Ekkehard Kolesch
General Manager
Edmonton Convention Centre

I was very pleased to have been given the opportunity to meet with some of your staff and in accordance with Doug Carlyle's request I am happy to put on paper some of the thoughts expressed during this preview of the Heritage Trail proposal.

I was very impressed with the proposed Heritage Trail which in my view will bring the downtown area closer together than it is at present and more particularly will provide a link between the downtown core and the Legislative Grounds and will provide, at least for pedestrians, another alternative east-west focal point in addition to Jasper Avenue if one can call Jasper Avenue a focal point at this time. As I am sitting on the Jasper Avenue Improvement Council of the Chamber of Commerce I can envisage these two east-west links to be very attractive and to be a catalyst for the rejuvenation of the Edmonton downtown area both for residents for shopping purposes and entertainment purposes as well, and in particular for tourist and business travellers alike. Looking at the business travel promotion which has been, as far as the City is concerned, by two bodies, the Edmonton Convention and Tourism Authority and the Edmonton Convention Centre, as well, of course, is promoted by many hotels and on a province-wide basis by Travel Alberta, we have to acknowledge the fact that the appeal of Edmonton as a convention site is dependent on:

a) facilities,
b) site appeal, and
c) economic conditions.

When we at the Convention Centre go out to market national and international conventions and try to convince people to come to Edmonton instead of to one of our many competitors, the Convention Centre itself plays a very small role as compared to the city and province as an attractive destination area. Edmonton's appeal is at the present time based more on its economic strength and the fact that Edmonton is located in Central Alberta and not too far from the parks and recreation spots north and west of us, but it is definitely not based on appeal of a city such as Montreal or Vancouver enjoy and which are considered cosmopolitan cities with a great deal of location attraction-such as historical and architectural points of interest, etc. Edmonton's appeal is based on some of its fine museum and cultural facilities, its excellent parks network but not necessarily on Edmonton's downtown area which does not have a great deal to offer in this particular field. It is my view, therefore, that a Heritage Trail as proposed will go a long way together with a Jasper Avenue improvement program to make the downtown attractive. Convention delegates and attendees do not generally stray too far from the site of their activities but do like to move around after hours a bit. The Heritage Trail will offer such facilities. It will also offer for spouses attending the convention the ability to stroll in a pleasant environment, providing vistas over the river valley and tying various historical buildings together. I can envisage that a convention program may include a walking tour along the Heritage Trail which would incorporate visits to the Muttart Conservatory, the Convention Centre, some of the older buildings on the riverside, right up to and including the Legislative buildings and grounds. The Heritage Trail will also be used for a direct and quick connection for some of the major hotels presently existing such as the Caravan, the Redford Inn on Fifth, the proposed Delta Hotel, the Chateau Lacombe and finally the Hotel Macdonald, to the Convention Centre. A pleasant walking trail would certainly encourage conventioners to use such a facility and as the distance of the Centre is not insurmountable, would walk rather than attempt to drive their cars or use public transportation.

While I do not pretend to be a planner, I feel quite strongly that the Heritage Trail should be tied together with Jasper Avenue, possibly with one or two mall-like north-south connections and with a very dramatic and significant improvement of Jasper Avenue to make it once again a prime shopping location for both visitors and residents alike.

In closing, let me emphasize that the marketability of Edmonton is dependent on what Edmonton has to offer as a City, not only its facilities and its night spots, but very much so if Edmonton is perceived in the public's eye as a vibrant lively city which has a downtown core which visitors and conventioners can feel safe in, and equally important, a downtown core which is interesting and pleasant and not just a sea of concrete and asphalt. We have to be able to bring the downtown back to the more traditional use it enjoyed, to act as a town square where all activities take place. The Heritage Trail proposal will play a very important part in such a complex endeavour. Let's not abandon downtown to the automobile but open it up to pedestrians and make it truly a "town square".

Sincerely yours,

Ekkehard Kolesch
General Manager

EK/wk

ACORN LUMINAIRE